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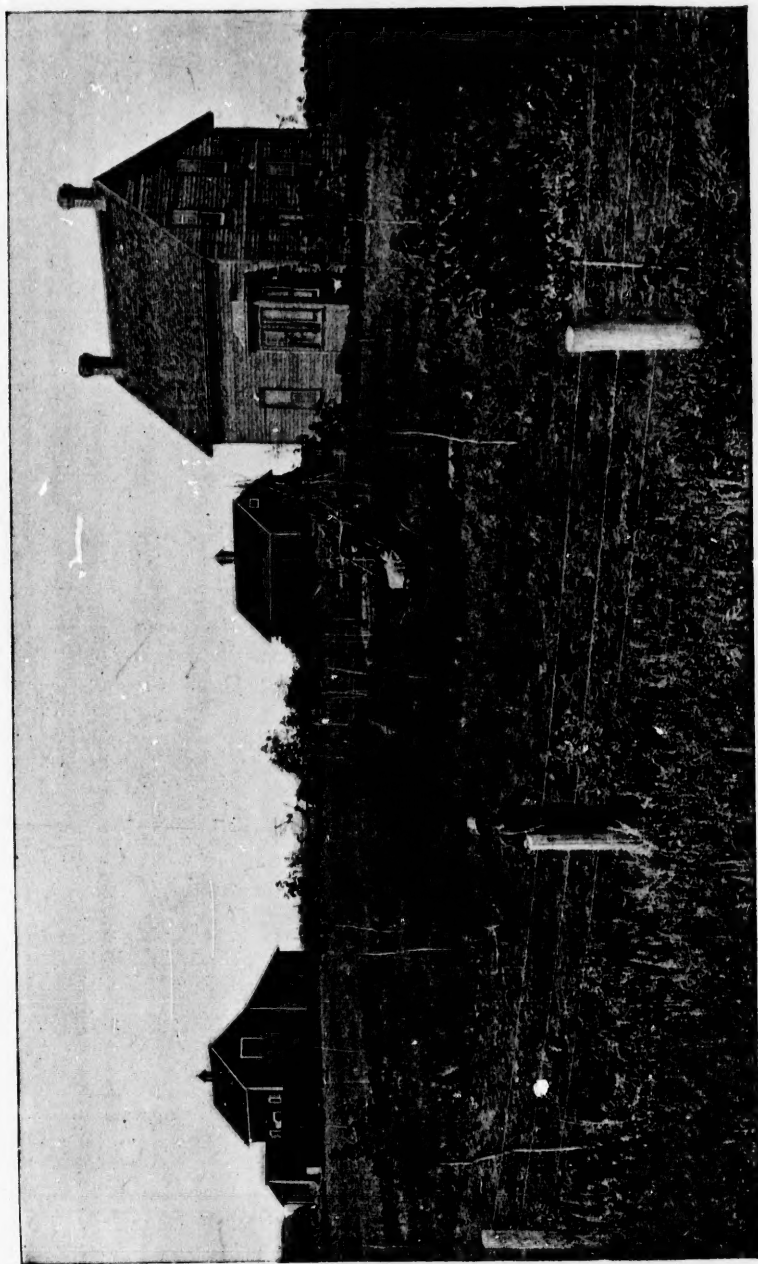
Western Canada

Manitoba
Assiniboia
Alberta
Saskatchewan



1. map





A Bachelor's Farm, Manitoba.

MANITOBA

AND THE

NORTH-WEST TERRITORIES

ASSINIBOIA, ALBERTA, SASKATCHEWAN

IN WHICH

ARE INCLUDED THE NEWLY DISCOVERED GOLD FIELDS

OF THE

YUKON

INFORMATION AS TO THE RESOURCES AND CLIMATES OF THESE COUNTRIES
FOR INTENDING FARMERS, RANCHERS AND MINERS

1897

OTTAWA
GOVERNMENT PRINTING BUREAU
1898

If, after reading this pamphlet, any further information is required, application may be made to any of the following officials:—

IN GREAT BRITAIN.

The Canadian High Commissioner,
17 Victoria Street, S.W., London.

The Canadian Government Agent,
15 Water Street, Liverpool.

The Canadian Government Agent,
52 St. Enoch Square, Glasgow.

The Canadian Government Agent,
14 Westmoreland Street, Dublin.

W. G. Stuart,
South Guildry St, Elgin, Scotland.

IN CANADA.

The Superintendent of Immigration,
Department of the Interior, Ottawa.

The Commissioner of Immigration,
Winnipeg, Manitoba.

IN THE UNITED STATES.

M. V. McINNES, No. 1 Merrill Block, Detroit, Michigan.

D. L. CAVEN, Bad Axe, Michigan.

JAMES GRIEVE, Mount Pleasant, Michigan.

J. S. CRAWFORD, 214 West Ninth Street, Kansas City, Missouri.

BENJAMIN DAVIES, 154 East Third Street, St. Paul, Minn.

T. O. CURRIE, Stevens Point, Wisconsin.

C. J. BROUGHTON, 1223 Monadnock Building, Chicago, Ill.

W. V. BENNETT, 801 New York Life Building, Omaha, Neb.

W. H. ROGERS, Watertown, South Dakota.

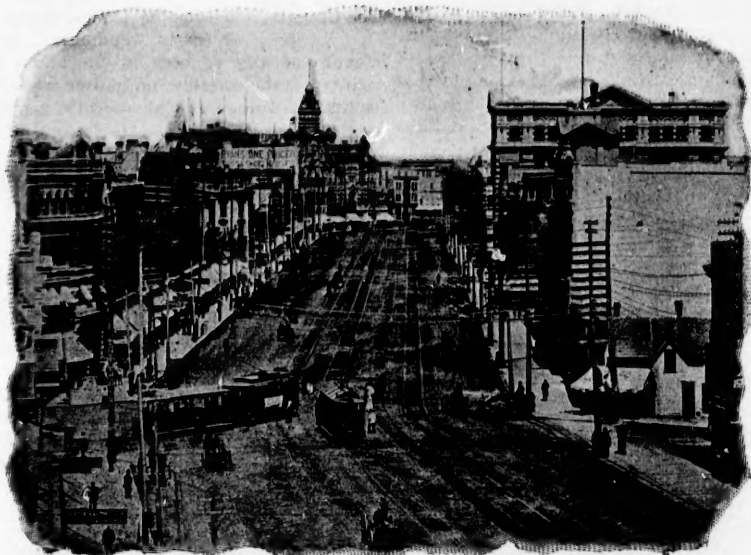
ALFRED S. ROLLO, Leuark Hotel, Boise City, Idaho.

N. BARTHOLOMEW, 306 Fifth Street, Des Moines, Iowa.

J. H. M. PARKER, 502 Palladio Building, Duluth, Minn.

WILLIAM RITCHIE, Grafton, North Dakota.

Or for rates of passage, to any of the Canadian Pacific Railway Agencies,
or to the Agents of the Canadian Steamship Lines.



Winnipeg.

PROVINCE OF MANITOBA



Area.

HE province, in area, is about 300 miles from east to west, and extends northerly from the 49th parallel, embracing 73,956 square miles, or some 47,331,840 acres. In other words, it is nearly as large as England and Scotland combined. Deducting, say, 10,000,000 acres for water areas, town sites and broken lands, there is left 37,000,000 for active farm cultivation, or homes for 116,000 families, on 320 acres, which is considered a large property for a well-to-do farmer. There are many families doing well on half that area, 160 acres, while a few of the wealthier hold more. A snug living and money to the good can be made on the smaller farm, where the family is not unusually large. As there are so far but 27,000 actual farmers in the province, it

will be seen there is ample room for many more.

Method of Subdivision.

The land is laid out in blocks of six miles square, called townships. These latter are again subdivided into 36 square parts called sections, one mile square, the mile being again subdivided into quarters containing 160 acres. The townships in turn are all numbered from a principal meridian two miles west of Winnipeg. The tiers of townships are numbered northerly from the southern boundary of the province in ranges. From this class of survey the settler has no difficulty at any time in naming any location. It is simple and complete. There is a road allowance around every section, or square mile, so any property is readily accessible by team, each quarter section or farm of 160 acres having a road allowance on two sides.

Growth of Population.

Comparatively nothing was known of the agricultural capabilities of the country before 1870, when it was detached from Rupert's Land ("The Great Lone Land") under Hudson's Bay Company rule, and created a province by an Act of the Canadian Parliament. Previous to that time (1870) Manitoba was known only as a fur-bearing country, inhabited by Indians and half-breeds. At that time the population numbered about 10,000 souls, not more than 1,000 of whom were whites, and they, for the most part, employees of the Hudson's Bay Company. In 1881 the population had increased to 65,000, and at present it is about 275,000. When its wonderful capabilities are known to the thousands of people in the crowded portions of the old countries and the non-productive sections of the United States, the increase will be more rapid than ever.



In the olden time. H. B. Co. Fort.

The average snowfall of Quebec is 115 inches; of Ontario, 96; and of Manitoba, 62. It is not a country of deep snows—in short, railway trains are rarely blocked and seldom delayed by winter storms.

Water and Fuel.

These are also very important considerations for the settler. The country is everywhere at easy distances intersected by creeks and rivers, and many lakes of varying dimensions exist, especially in the northern portion of the province. Some of these are well stocked with fish and wild fowl, affording amusement and supplying valuable articles of diet. Water in abundance, and of excellent quality, can also be got at depths varying from 10 to 40 feet in nearly

all portions of the province. All of the streams and lakes are skirted by blocks of timber which afford fuel for the settlers.

The Climate.

One of the first questions a sensible man will ask is: What is its climate? If the climate of any country is unhealthy, that country is undesirable, no matter what may be its advantages. The world's mortuary statistics show Manitoba to be one of the healthiest countries on the globe.

Malarial diseases are totally unknown in this country and contagious complaints are rarely heard of.

Manitoba is situated near the centre of the Canadian North-west, but in the eastern portion of the wheat-growing belt. Its winters are cold, but, having a clear sky, and as a consequence absence of the humidity of other countries, the extreme is not felt with the same severity of many other northern climes. There are no sudden changes, so that day in and day out the settlers dress for cold weather and enjoy the season through. The winter months are from the 1st of December to the 1st of April, and the summer season from the 1st of June to the 1st of September. Spring and fall are delightful and invigorating.

There are also beds of magnificent coal in several portions of the province, which is a guarantee of an ample supply of fuel for all time at a moderate price. By a wise provision of nature, the timber bluffs, streams, lakes and ground elevations preserve a humidity of atmosphere in the summer season that prevents those hot, parching winds, on the low, level, unbroken prairies in that portion of the United States known as the American desert. Hurricanes and cyclones are not experienced in Manitoba.

Although the country is prairie, it is in striking contrast with some parts of western America. It is not one monotonous level expanse, with nothing to relieve the eye. It is everywhere more or less undulating, dotted here and there with hills and valleys, very few of the former being rocky or barren, simply eminences affording good pasturage for all domestic animals.

There is here, as in all other countries, a variety of soils, but what may be called the characteristic soil of Manitoba is a deep black argillaceous

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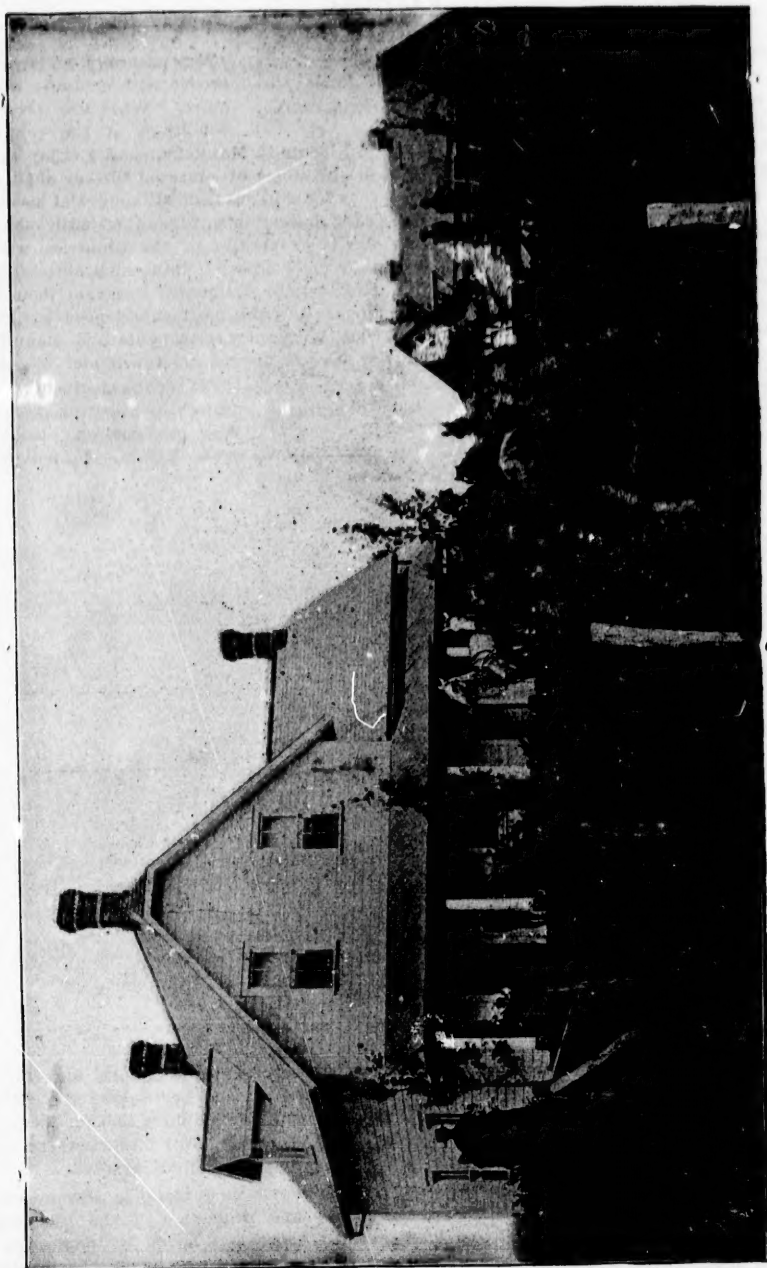
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After a few years, near Souris, Manitoba.

mould of loam resting on a deep clay sub-soil which ranks among the very richest in the world. This the most capable chemists say is especially adapted to the growth of wheat, and practical every-day life fully verifies the statement. It is also very rich and stands more cropping without manure than any other surface known to agriculturists. Usually, the snow disappears early in April, and seeding begins a week or two later, the soil drying very rapidly on the surface. The harvest begins about the middle of August.

Commercial Facilities. Though it is but 27 years since Manitoba was created a province out of almost trackless prairie, railways now traverse all the settled parts of the

Social Conditions.

If I locate in Manitoba, shall I enjoy any of the blessings of educated life, or shall I be forever shut out from all congenial society? This country is so far settled with many of the best families of the countries whence they emigrated. It is nothing surprising to find college graduates working their own farms, and the most experienced agriculturists, mechanics, merchants and men of all callings in the country towns and villages.

Government. The representative and governmental institutions are, with modifications, modelled after those of Great Britain. A Lieutenant-

Very naturally, an intending settler with a family will inquire, "What are the social conditions of the country?"



Prairie travel as it was.

province, and bring within reach portions still open to settlement. Very few farmers are more than a dozen miles from a market or a railway, while thousands, of course, are within two or three miles of one.

Railway stations occur at intervals of about seven or eight miles, and at these are post offices and villages of more or less importance, with elevators for the storage of grain, facilities for the shipment of all farm products, and stores where anything required in ordinary life may be obtained.

Governor represents the Queen, and the representatives in the Legislature are chosen by the people. In addition, and for the management of purely local matters there is a well approved municipal system.

Ample provision is made in Manitoba for the care and protection of the blind, the insane. There is a home for incurables, a school for the deaf and dumb, hospitals for the sick, &c. The existence of these institutions is, however, no evidence that the country has more than its share of the



Experimental Farm, Indian Head, Manitoba.

afflicted, as they were constructed for the care of those of the Territories to the west as well as for those in the province of Manitoba.

There are a number of friendly societies in the province, with branches in the smaller places, and in many of the country school-houses which dot the prairie, Masonic and other lodges often meet, and gatherings of an intellectual character are frequently held. There is nothing lacking in town and country to make life enjoyable that could be expected in any new country.

An important consideration for a settler here as elsewhere is the educational facilities available; and the school system of Manitoba, as now settled, is by educationists claimed to be equal to any on the continent. The rural schools are about every three miles or so apart in the settled districts, and the system is free. There is no taxation of pupils for attendance. The Government makes an annual grant of a considerable sum to each school and all the expenses, teacher's salary included, are paid by this grant, and a general taxation of the land within the district, whether occupied or unoccupied, or owned by parents or those having no children. This assures the poor all the advantages of primary education that are enjoyed by the rich. The teachers are all skilled educationists, duly certificated. In these schools all the ordinary branches for every-day life are taught. In many of the village schools, where two or more teachers are employed, a still higher education is given, and in the city and town schools collegiate institutes are maintained where students are fitted for the several colleges at Winnipeg and other cities in Canada. One-eighteenth part of the whole of the "Fertile Belt" from Pembina to the Saskatchewan, and beyond it, is set apart for the maintenance of schools. A few figures on this point will not be uninteresting.

In 1871 the school population was 817, and now it is 50,093. In 1883 the average attendance was 5,064, and now it is 23,247. In 1883 there were 246 teachers in the province and the number is now 1,143, about the one-half males, and there appears to be no scarcity, as 1,017 new certificates were granted during the past year. These figures show, on the average, one teacher for every

240 people, and for every 33 children. The entire value of the school properties of the country is now \$750,351, or nearly \$3 per head of the entire population, a condition of things to be envied by many an older country. The average salary paid to teachers in rural districts is \$368 a year, and the highest in cities is \$1,800. In addition to the teachers being all well certificated, the schools are inspected at intervals by competent teachers to see that the most approved methods are fully observed.

The schools are unsectarian and are national in character, in which the secular branches and general public morality are alone taught during regular school hours, religion being taught, when desired, during hours set apart for the purpose. All religious denominations, whether Christian or otherwise, enjoy equal rights, and Christian churches of various beliefs are found in the country towns as well as the cities of the province.

In connection with education may be mentioned the Government Experimental Farm at Brandon, where all the different kinds of grain, seeds, roots, vegetables, grasses, small fruits, trees and shrubs that it is sought to grow in the province are sown on all the varied soils which are found on the farm, and a faithful record of the results is preserved for the information of the entire agricultural population of the country, and occasionally published in the newspapers, of which most of the small towns have one and the cities several. Similar experimental farms are to be found in the North-west Territories and British Columbia.

In addition to this the Government sends around to the towns and villages a travelling school of dairy instructors. In these schools lectures are given, accompanied by practical operations, by competent men, in all the arts of cattle-raising, butter and cheese-making, &c., that all may learn the best methods known to the country without loss of time or money to the settlers.

Besides these, again, there is a system of Farmers' Institutes, there being now 23 in the system, at which meetings are held at regular intervals in the important points of the country. Practical men here make known their most successful methods of all farming operations, and those present interchange their experiences.

The adverse criticism which has been published once or twice by persons whose failure in Manitoba was very easily accounted for, was based on a condition of things which time has materially altered. Up to 1883 there were no railway facilities in the western two-thirds of the province except those furnished by the main line of the Canadian Pacific Railway. At that time it was nothing unusual to see farmers hauling their wheat by teams from 100 to 150 miles to the nearest market—a trip covering a whole week—the expenses by the way consuming half the proceeds, and a grocery bill at the market taking a great part of the rest. The construction of branch lines, the opening of municipal roads, &c., now reduces the prices of everything bought, and does away with many expenses formerly unavoidable.

In this country the rate of **Taxation.** is low; it is only a few cents per acre, where the settlers do not impose burdens on themselves, and under all circumstances is but a fraction of that in other parts of the continent and in Europe. In Canada the central or Federal Government does not tax the people to wipe out the Federal debt, which pays only three per cent, and is therefore left undiminished. The Canadian debt was mainly created for the construction of railways, canals and other permanent public improvement, and with its light rate of interest is comparatively but little burden on the people. As a result the Government is able to save heavy sums from customs, excise and other sources of indirect revenue, and give large subsidies to the several provincial Governments. In Manitoba the subsidies so received amount to about \$2 per head of the population. Consequently, the Provincial Government taxes but lightly for its annual expenditure, a large portion of which goes to support schools, roads and bridges, agricultural societies for the benefit of the farmers, the maintenance of asylums and other public institutions for the care of the afflicted. The farmer is taxed to only half the extent of the amount raised by taxation in the United States.

There are in this country **Exemptions.** what are known as exemption laws. These laws protect a certain acreage and buildings, a cer-

tain number of cattle, horses, pigs and fowls, some household effects and a year's provisions from seizure for ordinary debts unsecured by mortgage. The honest man, will, of course, pay his way, but sometimes his calculations, the result of inexperience, do not turn out as he made them, when some protection against the exactions of importunate creditors may enable him to recover his position in a short time.

Although one of the secrets of success is abstaining from borrowing, yet it sometimes happens that a loan is necessary, and occasionally it is good business to make one. All English and Eastern Canadian Loan Companies have branches here who lend on farm securities at from 6 to 8 per cent per annum, and even lenders on chattel property are generally satisfied with 10 or 12 per cent.

Agriculture and its kindred branches—dairying and stock-raising—are the principal occupations of the residents of Manitoba, but considerable manufacturing is also done. All the principal towns and villages of the province have large flour mills, the total output of these being 8,500 barrels daily, and elevators for the handling of grain whose total capacity is over 10,000,000 bushels. Oat meal mills are also established at Winnipeg, Brandon, Portage la Prairie and Pilot Mound. Blacksmith shops, carpenter shops, wood working shops, machine shops for repairing agricultural implements are also found more or less in every town and important village. The railway companies have large workshops at Winnipeg, Portage la Prairie and Brandon that give employment to many men. The demand for mills, &c., is of course always increasing as the country is brought more and more under cultivation, and the increasing population, enlarged facilities for business and travel combine to afford opportunities for the establishment of new branches of commerce by those who have a little money and a practical knowledge of the special business.

No. 1 hard wheat fetches the highest price of any in the country and is unexcelled by any in the world. The soil is admirably adapted for

other grains and for all roots and grasses. Many farmers, and their number is increasing, give even more attention to dairying than to grain-growing owing to the increasing demand for Canadian cheese and butter, both in Europe and in the mining districts of British Columbia. "Mixed farming" is now considered to be the most paying of agricultural pursuits. The following figures will show how Manitoba has progressed when it is remembered that only a few years ago butter, oats, flour and nearly all the produce of the farm was imported from Eastern Canada or the States.

For years the nutritious grasses **Mixed of the prairies and thousands of Farming.** tons of hay in the low lands were allowed to go to waste for want of cattle to graze and feed upon them. Settlers are now availing themselves of this natural wealth, and are giving more attention to stock-raising. Last year (1896) the live stock in the province was as follows:—Horses, 94,145; cattle, 210,507, notwithstanding an unusually large export; sheep, 33,812; hogs, 72,562.

The area under wheat was **Crops of 1896.** 999,598 acres; oats, 442,445 acres; barley, 127,885 acres; potatoes, 12,260 acres; roots, 6,712 acres; and the aggregate grain crop was 30,442,552 bushels, the yield of wheat being 14,433,706 bushels; oats, 12,502,318 bushels; barley, 3,171,747 bushels; flax, 259,143 bushels; rye, 52,255 bushels; peas, 23,383 bushels. The yield of potatoes amounted to 1,962,400 bushels, and of mangolds, turnips, &c., 1,808,805 bushels. Although the average yield of wheat per acre is smaller than usual, the great part of the crop graded No. 1 or No. 2 hard, as the expense of harvesting and threshing was not over one-half the cost of saving the phenomenal crop of 1895 and the market prices ruled much higher, as much money was actually realized by the settlers as from the more bountiful harvest of the previous year. For comparison with other years see page 72.

The dairy industry in Manitoba is making very rapid strides. Creameries and cheese factories are established throughout the country, whose output is annually increasing. There were 2,245,025 pounds of butter

produced in the province in 1896, of which 1,469,025 pounds were dairy butter, and realized good prices. The output of cheese amounted to 986,000 pounds.



A Cheese Factory.

Cost of an Acre of Wheat.

A careful estimate made by Mr. Bedford, the superintendent of the Government Experimental Farm at Brandon, of the cost of growing an acre of wheat is \$7.87 (£1 12s. 4d.). This was the result of an actual experiment on a yield of twenty-nine bushels. The item of cost are: Ploughing once, \$1.25 (about 5s.); harrowing twice, 20 cents (10d.); cultivating twice, 40 cents (1s. 8d.); seed, 1½ bushels, 75 cents (about 3s.); drilling, 22 cents (11d.); binding, 33 cents (about 1s. 4d.); cord, 20 cents (10d.); stooking, 16 cents (8d.); stacking 60 cents (about 2s. 6d.); threshing, \$1.46 (6s.); teaming to market, 4 miles, 29 cents (about 1s. 2½d.); two years' rent or interest on land valued at \$15 per acres at 6 per cent, \$1.80 (about 7s. 5d.); wear and tear of implements, 20 cents (10d.)—a total of \$7.87 (£1 12s. 4d.).

In all parts of the province, straw-**Fruit.** berries, raspberries, currants and other berries grow in profusion. Plums and apples of certain varieties can be grown, but at present they are more profitably supplied from Ontario, British Columbia and elsewhere.

The fishing industry carried **Fisheries.** on on many of the lakes is proving very profitable. Besides supplying the needs of the province in many varieties exporting to a considerable value is often done. Lakes Winnipeg, Manitoba and Dauphin are the principal lakes of the province.

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Grain Elevator, Manitoba.

Who should come, and when. For information on these points read carefully what is said on the subject in the first portion of this pamphlet dealing with Canada as a whole. (See pages 7-32.) But the consensus of opinion is that the intending settler should arrive in Manitoba in the latter part of March.

The homestead regulations are subjoined, and give all information required.

All even-numbered sections, excepting 8 and 26, are open for homestead entry (160 acres) by any person sole head of a family, or any male over the age of 18 years.

Entry. Entry may be made personally at the local land office for the district in which the land to be taken is situate, or if the homesteader desires, he may, on application to the Minister of the Interior, Ottawa, or the Commissioner of Dominion Lands, Ottawa, receive authority for some one to be named by the intending settler near the local office to make the entry for him. Entry fee, \$10, or if cancelled land, \$20.

Duties. Under the law, homestead duties are to be performed by three years' cultivation and residence, during which period the settler may not be absent for more than six months in any one year, without forfeiting the entry.

Application for Patent. Application may be made before the local agent, or any homestead inspector. Six months' notice must be given in writing to the Commissioner of Dominion Lands by a settler of his intention prior to making application for patent.

If the settler has money, he can find farms well improved and in advanced cultivation, when he can commence on as extensive a scale as he likes.

If he has but little means and desires to rent the first year he can get properties to suit him with or without teams, implements and seed, with the owner ready to assist him. As teams and implements can be bought on liberal terms by paying from a quarter to a third down, as land can be got anywhere by giving a portion of the

crop as first payment; and as seed can be got on time by giving a mortgage on the crop, a start can easily be made with little means; but to succeed under such circumstances, a good crop and fair prices, with great economy in the settler must follow. Other methods of settling are open to the emigrant, but these are most commonly adopted. In all cases, it is very advantageous to the settler to commence with a couple of milch cows, some pigs and poultry, as they are very easily kept through summer and winter, and are a great help towards keeping the family while the crops are growing. As is shown in another section, the settler should also see to it that in addition to his wheat crop, he should put in plenty of roots and vegetables for his own use, if not for sale. They grow with but little labour, and are a great assistance in housekeeping.

As perhaps the largest **Railway Lands**, holders of lands for sale in the province to-day are the Canadian Pacific Railway, it is desirable to know their terms and conditions of sale.

Railway Land Regulations. The Canadian Pacific Railway lands consist of the odd-numbered sections along the main line and branches, and in the Saskatchewan, Battle and Red River districts. The railway lands are for sale at the various agencies of the company in the United Kingdom, Eastern Canada and the North-west Territories, at the following prices:—

Lands in the province of Manitoba average \$3 to \$6 an acre.

Lands in the province of Assinibola, east of the 3rd meridian, average \$3 to \$4 an acre.

Lands west of the 3rd meridian, including most of the valuable lands in the Calgary district, \$3 per acre.

Lands in Saskatchewan, Battle and Red Deer River Districts, \$3 per acre.

Terms of Payment. If paid for in full at the time of purchase, a reduction from the price will be allowed equal to 10 per cent on the amount paid in excess of the usual cash instalment

and a deed of conveyance will be given; but the purchaser may pay in ten equal instalments, including interest at 6 per cent, the first of such instalments to be paid at the time of purchase, the remaining instalments annually thereafter, except in case of actual settlers requiring the land for their own use, when the first deferred instalment shall fall due in two years from date of purchase, and the remaining eight annually thereafter. The purchase money and interest for 160 acres at \$3 per acre, on nine years' time, would be ten equal payments of \$61.52 each. For other quantities and at other prices the payments would be proportionate.

The company reserves from sale, under the regulations, all mineral and coal lands, and lands containing timber in quantities, stone, slate and marble quarries, lands with water-power thereon, and tracts for town sites and railway purposes.

Mineral, coal and timber lands and quarries, and lands controlling water-power, will be disposed of on very moderate terms to persons giving satisfactory evidence of their intention and ability to utilize the same.

Liberal rates for settlers and their effects are granted by the company over its railway.

As other railway companies and large holders sell on something like the same terms, the one set is a very good illustration of them all.

MANITOBA CROPS FROM 1893 TO 1896.

WHEAT.

Year.	Acreage.	Yield per Acre.	Total Yield.
		bush.	bush.
1893.....	1,003,640	15.66	15,615,923
1894.....	1,010,186	17	17,172,883
1895.....	1,140,276	27.86	31,775,038
1896.....	999,598	14.33	14,371,906

OATS.

1893.....	388,529	25.28	9,823,935
1894.....	413,686	28.8	11,907,854
1895.....	482,658	46.73	22,555,735
1896.....	442,445	28.25	12,506,318

BARLEY.

1893.....	114,762	22.11	2,547,653
1894.....	119,528	25.87	2,981,716
1895.....	153,839	36.69	5,645,036
1896.....	127,885	24.08	3,171,747

As has been mentioned elsewhere, the small acreage, &c., of 1896, was the result of the unusually large crop of the season before. It was not fully harvested until the ground froze up and left no time for fall ploughing for the crop of 1896. As it happened, the spring of 1896 was also unusually late, occasioned by the heavy rains. This forced much of the seed to be sown on the stubble without any ploughing at all, and from this kind of sowing come the averages given—a yield that could be got in few other countries from the same hurried and imperfect cultivation.



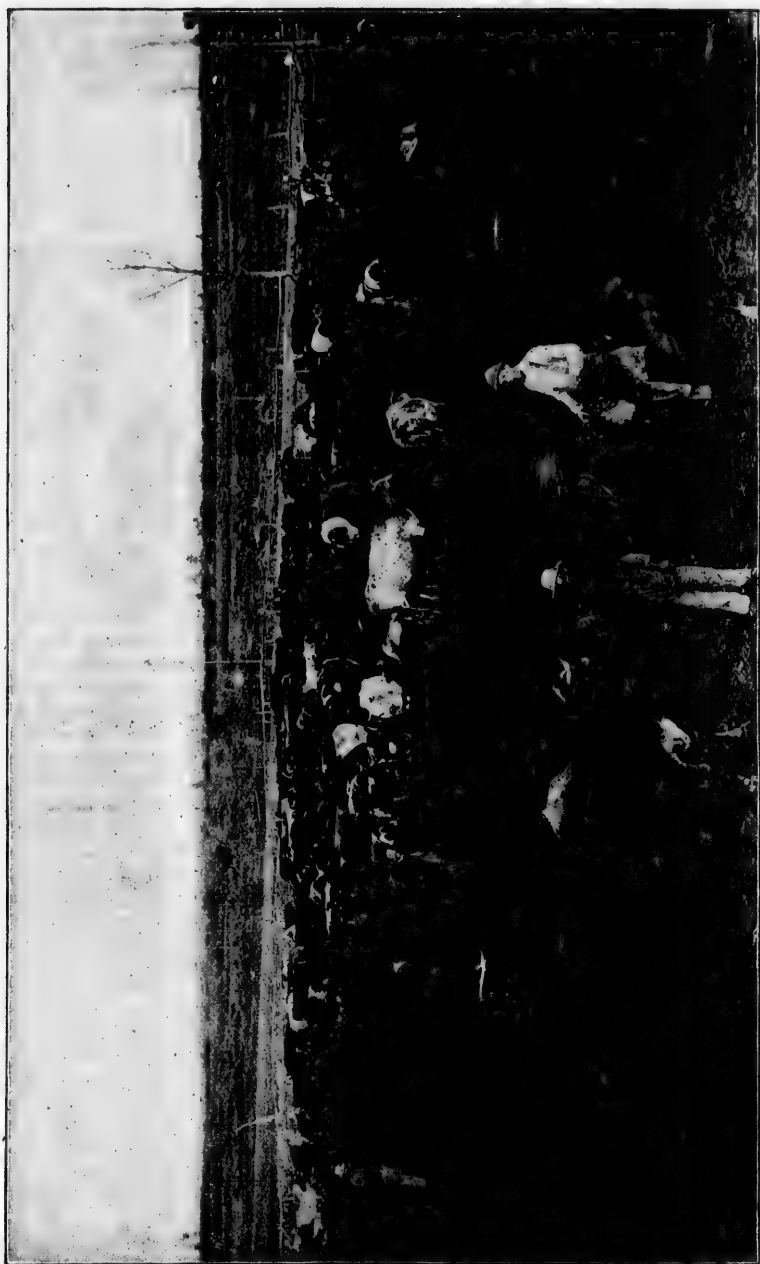
TABLE SHOWING RESULT OF DAIRY TEST AT THE WINNIPEG INDUSTRIAL EXHIBITION ON THURSDAY, 18TH JULY, 1895, UNDER THE FOLLOWING CONDITIONS:

"CLASS 24—SPECIAL BY THE PURE BREED CATTLE BREEDERS' ASSOCIATION OF MANITOBA AND NORTH-WEST TERRITORIES."

"The following rules to govern:—

"Competition is open to cows, any age, any pure breed; certificates of registration in recognized herd book to be produced when called for. Exact age of cow in years, months and days from birth to date of last calving, and number of days from last calving to date of test, to be furnished when making entry. The test to take place on Thursday of the show week, the Judge, or such person as he may name, to see that each cow is properly milked at 6 o'clock, p.m., on Wednesday. Exhibitors to feed, water and care for their own stock as they see fit. The Judge, or such person as he may name, to see the cows milked, and each cow's milk weighed. The percentage of butter fat to be ascertained by the Babcock tester. The award to be made in favour of the cow producing the greatest amount of estimated commercial butter, 80 per cent butter fat.

Name.	Breed.	Owner.	Years, months, days.	Days since calving.	Thursday Morning.			Thursday Noon.			Thursday Evening.			Total lbs. of Milk.	Lbs. of Butter Fat.	Butter.	Prize.
					Lbs. of Milk.	% of Fat.	Lbs. of Fat.	Lbs. of Milk.	% of Fat.	Lbs. of Fat.	Lbs. of Milk.	% of Fat.	Lbs. of Fat.				
Maud	Ayrshire	J. S. Cochrane	7	4	7.75	4.7	.35	17.00	3.9	.66	8.75	4.0	.35	33.50	1.37	1.71	3
Pride of S. B.	Shorthorn	R. L. Lang	5.8	10	14.00	4.6	.66	28.75	3.0	.86	14.00	4.6	.64	56.75	2.16	2.70	2
Tempest	Holstein	Christie & Ferris	12	35	10.00	3.8	.38	19.75	2.8	.55	12.50	3.4	.42	42.25	1.35	1.69	4
Tempest 3rd	"	Christie & Ferris	7	5	9.50	3.4	.32	19.25	2.8	.63	9.50	3.0	.28	38.25	1.13	1.41	6
Daisy T. 2nd	"	Jas. Glennie	4	18	22.00	5.0	1.10	32.50	2.75	.89	17.75	3.6	.63	72.25	2.62	3.27	1
Beauty	Ayrshire	Mrs. Hemsworth	10.1.29	39	6.75	4.5	.30	16.75	3.5	.58	7.75	4.0	.31	31.25	1.19	1.48	5



Cattle, Lake Manitoba.

The country is everywhere free of stumps and stones, and but little draining is required owing to the porous nature of the soil and the configuration of the country.

There are boards of trade in the chief cities and towns of the country that make a study of its commercial and agricultural requirements, and indirectly do good service to the agricultural classes.

There are forty-seven agricultural societies in the province receiving about \$325 apiece annually from the Government to aid them in making up prize-lists for their yearly fall shows. Besides these there is an annual provincial exhibition.

At the twenty-four Farmers' Institutes, scattered over the country, at meetings, at regular intervals, all the improved methods of farming, cattle raising and dairying are discussed, and these discussions are of considerable value to those newly arrived in the western country.

The Government in addition to taking official precaution against the spread of diseases in horses and cattle from contact with animals across the line, take measures to prevent the spread of noxious weeds on the farms.

The Government encourages, by the grant of a sum of money, the maintenance of a poultry association; this leads to the improvement in poultry breeds that places the province in the front rank.

One of the best evidences of the success of agriculturists in Manitoba is that resident farmers invest every dollar they can spare from time to time in buying more land for themselves and their families.

During certain months, during harvesting and threshing a good man can usually get from \$30 to \$35 a month and his board, but a yearly engagement with a farmer is a matter of chance and negotiation. A man and his wife, if the latter understands the necessities of a farm are sometimes asked for.

Out of the 100,000 head of cattle shipped from Montreal to Great Britain from the country last season, Manitoba and the Northwest furnished 28,000, or more than the one-quarter.

Manitoba now ships large quantities of butter and flour to China, and last year it sent 6,500 tons of flour to Australia.

As an evidence of the growth of intelligence in the country there are sixty-three newspapers published in it, one for every 4,000 people, showing that many read three or four newspapers.

There are no castes or classes in this country, all are equal, and the highest positions in the gift of the country are open to any man who fits himself for it and has gained the general esteem of the people.

Colonists having arrived

How to Reach in Canada at Quebec or the Montreal in summer, or Canadian West, Halifax or St. John, N.B.,
in winter travel to new

homes in Ontario, Manitoba, the Territories, or British Columbia by the Canadian Pacific Railway direct. Settlers from the Eastern States travel via Montreal, Prescott or Brockville, and thence by the Canadian Pacific; but if from Southern and Western New York or Pennsylvania via Niagara Falls, Toronto and North Bay, thence Canadian Pacific Railway; those from the Middle States either by Toronto and North Bay, or by Sault Ste. Marie or Port Huron, Assiniboia, via St. Paul; from the Western States by Port Huron (or, if for Manitoba, by Gretna, Man.); from the Pacific Coast States by Vancouver, Huntington, B.C., Osoyoos or Kootenay. On the same fast trains with the first-class cars are colonist cars which are convertible into sleeping cars at night having upper and lower berths constructed on the same principle as those of first-class sleeping cars, and equally as comfortable as to ventilation, &c. They are taken through, without charge, all the way from Montreal to Manitoba. No other railway can do this. No extra charge is made for the sleeping accommodation. Second-class passengers, however, must provide their own bedding. If they do not bring it with them, a complete outfit of mattress, pillow, blanket and curtains will be supplied by the agent of the company at the point of starting, at a cost of \$2.50—ten shillings. The curtains may be hung around a berth, turning it into a little private room. In addition to this, men travelling alone are cut off from families by a partition across the car near the middle, and smoking is not permitted in that part of the car where the women and children are.

The trains stop at stations where meals are served in refreshment-rooms, and where hot coffee and tea and well-cooked food may

be bought at very reasonable prices. The cars are not allowed to become overcrowded, and the safety and welfare of passengers are carefully attended to. Every possible care is taken that the colonist does not go astray, lose his property, or suffer imposition. Where a large number of colonists are going to the west together special fast trains of colonist sleeping cars are despatched.

No other railway in America offers such good accommodation to colonist passengers.

All trains are met upon arrival at Winnipeg, or before reaching that city, by the agents of the Government and the Canadian Pacific Railway Company, who give colonists all the information and advice they require in regard to their new home.

In cases where some locality for settlement has been selected, at which friends are awaiting them, they are shown how to proceed directly to that point. If they have not decided upon such locality, but intend to seek a home somewhere further west, every information can be obtained at the Land Office in Winnipeg.

Special round-trip explorers' tickets can be obtained at the Company's Land Office, the full price of which will be refunded if the holder purchases 160 acres or more. In this way, land hunters are enabled to make a personal inspection of the land free of cost to themselves.

Most men wish to examine and choose for themselves the section which seems to them the most suitable, and this is strongly recommended in every case. They are assisted in doing this by officials appointed by the Government for the purpose. Meanwhile the family and baggage can remain at the Government immigration house in safety and comfort. Providing themselves with food in the city markets, they can cook their own meals upon the stoves in the house, and with the bedding that has served them during their journey, they can sleep in comfort in the bunk bedsteads with which the rooms are fitted. Should they prefer, however, to stop at an hotel, they will find in Winnipeg public houses of all grades, where the total cost for each person varies from \$1 (4s.) to \$3 (12s.) a day, according to circumstances, and boarding houses are numerous, at which the charges are somewhat lower.

It sometimes happens that the intending settler has not much more than sufficient money to carry him as far as Winnipeg. In that case, he will be anxious to begin immediately to earn some money. The Dominion and Provincial Governments have each an agency at Winnipeg whose business it is to be informed where labour is needed. Societies representing almost all the nationalities of Europe have been formed in Winnipeg, and will welcome and see to the welfare of their respective countrymen.

At certain seasons farmers are on the lookout for able men and pay good wages, generally averaging \$15 (£3) to \$20 (£4) per month and board, and during harvesting as high as from \$25 to \$40 per month and board is paid. The girls of a family usually find employment in Winnipeg and other towns, in domestic service, in hotels, shops, factories and establishments employing female labour. Good wages are paid to capable girls, and little time is lost in getting a situation.

Settlers' effects, viz. :—

Customs Regulations. Wearing apparel, household furniture, books, implements and tools of trade, occupation

or employment, guns, musical instruments, domestic sewing machines, typewriters, live stock, bicycles, carts and other vehicles and agricultural implements in use by the settler for at least six months before his removal to Canada, not to include machinery, or articles imported for use in any manufacturing establishment, or for sale, also books, pictures, family plate or furniture, personal effects and heirlooms left by bequest; provided that any dutiable article entered as settlers' effects may not be so entered unless brought with the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty, until after twelve months' actual use in Canada; provided also that under regulations made by the Controller of Customs, live stock, when imported into Manitoba or the Northwest Territories by intending settlers shall be free, until otherwise ordered by the Governor in Council.

Settlers arriving from the United States are allowed to enter duty free stock in the following proportions :—One animal of meat stock or horses for each ten acres of land purchased or otherwise secured under home-

stead entry, up to 160 acres; and one sheep for each acre so secured. Customs duties paid on animals bought in excess of this proportion will be refunded for the number applicable to an additional holding of 160 acres, when taken up.

The settler will be required to fill up a form (which will be supplied him by the customs officer on application) giving description, value, &c., of the goods and articles he wishes to be allowed to bring in free of duty. He will also be required to take the following oath:—

I.....do hereby solemnly make oath and say, that all the goods and articles hereinbefore mentioned are, to the best of my knowledge and belief, entitled to free entry as settlers' effects, under the tariff of duties of customs now in force, and that all of them have been owned and in actual use by myself for at least six months before removal to Canada; and that none of the goods or articles shown in this entry have been imported as merchandise or for any use in manufacturing establishment, or for sale, and that I intend becoming a permanent settler within the Dominion of Canada.

Sworn before me at.....
.....day of.....189

The following oath shall be made by intending settlers when importing live stock into Manitoba or the North-west Territories, free of duty:—

I.....do solemnly swear that I am now moving into Manitoba (or the North-west Territories) with the intention of becoming a settler therein, and that the live stock enumerated and described in the entry hereunto attached, is intended for my own use on the farm which I am about to occupy (or cultivate) and not for sale or speculative purposes, nor for the use of any other person or persons whomsoever.

Settlers' cattle when accompanied by certificates **Quarantine of Settlers' Cattle.** of health to be admitted without detention, when not so accompanied they must be inspected. Inspectors may subject any cattle showing symptoms of tuberculosis to the tuberculin test before allowing them to enter.

Any cattle found tuberculous to be returned to the United States or killed without indemnity.

Sheep for breeding and feeding purposes may be admitted subject to inspection at port of entry and must be accompanied by a certificate signed by a Government inspector, that sheep scab had not existed in the

district in which they had been fed for six months preceding the date of importation. If disease is discovered to exist in them they may be returned or slaughtered.

Swine may be admitted when forming part of settlers' effects when accompanied by a certificate that swine plague or hog cholera have not existed in the district whence they came for six months preceding the date of shipment, when not accompanied by such certificate they must be subject to inspection at port of entry. If found diseased to be slaughtered without compensation.

A.—Carload of Settlers' Effects. Freight, within the meaning of Regulations on the Railway. this tariff, may be made up of the following described property for the benefit of actual settlers, viz.: Live stock, any number up to but not exceeding ten (10) head all told, viz.: Horses, mules, cattle, calves, sheep, hogs; household goods and personal property (second-hand); wagons or other vehicles for personal use (second-hand); farm machinery, implements and tools (all second-hand); lumber and shingles, which must not exceed 2,500 feet in all, or the equivalent thereof; or in lieu of, not in addition to, the lumber and shingles, a portable house may be shipped; seed grain; small quantity of trees or shrubbery; small lot live poultry or pet animals; and sufficient feed for the live stock while on the journey.

B.—Less than carloads will be understood to mean only household goods second-hand; wagons or other vehicles for personal use (second-hand), and second-hand farm machinery, implements and tools. Less than carload lots should be plainly addressed.

C.—Merchandise, such as groceries, provisions, hardware, &c., also implements, machinery, vehicles, &c., if new, will not be regarded as settlers' effects, and if shipped will be charged the company's regulated classified tariff rates.

D.—Should the allotted number of live stock be exceeded, the additional animals will be taken at the ordinary classified rates, over and above the carload rates for the settlers' effects, but the total charge for any one such car will not exceed the regular rate for a straight carload of live stock. (These ordinary tariff rates will be furnished by station agents on application.)

E.—Passes.—One man will be passed free in charge of live stock when forming parts of carloads, to feed, water and care for them in transit. Agents will use the usual form of live stock contract.

F.—Top Loads.—Settlers are not permitted, under any circumstances, to load any article on the top of box or stock cars; such manner of loading is dangerous, and is absolutely forbidden.



Oatfield near Brandon, Manitoba.

G.—Carloads will not be stopped at any point short of destination for the purpose of unloading part. The entire carload must go through to the station to which originally consigned.

H.—Carload Rates.—The rates shown in the column headed "Carloads," apply on any shipment occupying a car, and weighing 20,000 pounds (10 tons) or less. If the carloads weigh over 20,000 pounds, the additional weight will be charged for at proportionate rates. (Example: \$205 "per car" is equivalent to \$1.02½ per hundred pounds, at which rate the additional weight would be charged)."

PROFESSIONAL OPINIONS.

Professor Tanner's Opinion. Prof. Tanner, one of the best known authorities on agriculture in Great Britain, says: "I am bound to state that, although we have hitherto considered the black earth of Central Russia the richest soil in the world, that land has now to yield its distinguished position to the rich, deep, black, soils of Manitoba and the North-west Territories. Here it is that 'the champion soils of the world' are to be found."

Professor Fream's Opinion. Professor Fream, of the Royal Agricultural College, Cirencester, England, says: "Nothing in connection with the North-west is, perhaps, more misapprehended at home than the nature of its climate. Old notions, and particularly erroneous ones die hard. That in the North-west the thermometer as a rule gives higher readings in the summer and lower in the winter than we are accustomed to in the old country is perfectly true, but in estimating the character of a climate it is wrong and misleading to be guided by the thermometer alone. The atmosphere possesses other properties besides temperature; it can tell a tale to other meteorological instruments besides the thermometer. On physical grounds, it is easy to understand how the dwellers in the North-west can endure a winter temperature which in our own climate would be intolerable—the dryness of the atmosphere is their protection."

"Moreover, the frost which locks up the land for months in the winter is really a serviceable friend to the prairie farms. The moisture which permeates the soil expands in the act of freezing, and this causes a minute separation or disruption amongst the particles of ploughed earth, so that when the thaw comes they fall apart in a desirable state of tilth which it is well nigh impossible to bring about by the work of any agricultural implement. Frost is a good servant to farmers, and one that works without pay."

SETTLERS' OPINIONS OF THE COUNTRY.

The following are extracts from the reports of Mr. Reuben Shelton, of the Grange Farm, Ruddington, Nottingham, England, who was one of the delegates sent out by the English farmers:—

"After having travelled across the Dominion of Canada, from the eastern coast to the western, a distance of over 3,000 miles, and having been driven over more than 1,000 miles of her agricultural districts, I can conscientiously say (and I have all through felt the responsibility of my position as a delegate) that I like her land, I like her laws, and I like her people. Of the general high standard of quality of the land, I do not believe there can be any doubt in the minds of men who have had the privilege of seeing so much of it as I have done. There are without doubt many millions of acres of as fine, black soil, easy working, fertile land, awaiting settlement in the north-western territories as the most fastidious farmer could wish to cultivate."

"From the abundance of testimony of settlers who have been out farming in Canada for the last ten or fifteen years, together with what I have seen, I am quite convinced that many a man there has been getting a very satisfactory return for his labour and small amount of capital, while many have been struggling and failing in the attempt to make ends meet in the old country, where successful farming generally is now a thing of the past. I feel every confidence in recommending Canada to the notice of all classes of British agriculturists, but especially to young, strong men, with or without capital, who are blessed with habits of sobriety, industry and perseverance."

Lippentott, Oct. 30th, 1885

British Settlers' Testimony. I came from Northumberland county, England, eleven years ago. I had no capital and had to hire out first. I took up a homestead and have now the patent for the same 160 acres of land, it being the N. E. 2-11-29. I had 55 acres crop and 15 summer-fallowed. The wheat yielded 18 bushels, oats 49 bushels per acre. I have four head of horses.

JOHN DONAHOE.

Hamiota, Nov. 3, 1895.

I came from Wexford county, Ireland, in the fall of 1881, to this part of Manitoba, and took up a homestead and pre-emption the 17th March, 1882. I performed the homestead duties and got the title of a free homestead in 1885. I then entered for a second homestead. I got what was my pre-emption as a second homestead, and have now completed the duties on that. I am now applying for the title for this second free homestead, it being 320 acres of land.

free from the Dominion Government. This past season I had about 110 acres in crop, and some of the wheat yielded 40 bushels per acre. I am well satisfied with my prospects in Manitoba.

RICHARD BOLTON,
of S $\frac{1}{2}$ Sec. 24-14-25 W.M.

Carberry, Oct. 20th, 1895.

**Scandinavian
Settlers
Testimony.**

We have a fine district around Carberry. The soil is easily cultivated; there are no stones, and the soil is suitable for all kinds of grains. We had a very fine harvest this year. It has been fine growing weather here the whole summer. There are seven Scandinavian families settled in the vicinity of Carberry, and they are all farmers. There are a number of Scandinavians working for the farmers around here, and that is the class of people we need in Manitoba. As for myself I wish to say that I worked in the country in Denmark until I was 21 years of age, and then left for Canada, and worked for farmers in Ontario for 6 $\frac{1}{2}$ years, and after that went to Manitoba in 1879, and took the homestead where I now live with my wife and six children. We have also bought 160 acres of Canadian Pacific Railway land. Thus we have now 320 acres, together with cattle and implements; the total value of which is about \$7,000. Let us hear from any one who has done better.

MUSSEN.

Baldur, Man., 30th October, 1896.

In the fall of 1893, I emigrated from Iceland and reached this colony without money and almost without "a shirt to my back." I was indebted to the extent of about \$30 for fares, &c. As soon as I arrived here, I started work in the harvest field for \$1.00 per day and board. I am now possessed of 30 acres of good land on which I have built a comfortable house, a stable, and a henhouse. All my property is now valued at \$750. Those who are acquainted with my condition in Iceland can judge of the probability of a man's chance in that country of making progress equal to this in two years.

HANS KRISTJANSEN.

Plumas P.O., Man., Nov. 10, 1895.

I have lived in Richmond Township, Municipality of Westbourne, for over eighteen years. When I arrived in this province I had only a few hundred dollars capital. Seventeen years ago I bought a quarter section on which I have since lived; have also purchased an adjoining quarter section. This year I had 145 acres under cultivation. My buildings consist of stabling for about 40 head of cattle, implement sheds, granary room for 4,000 bushels of grain and a comfortable house. These buildings are insured for \$1,200. I have a band of 20 horses, good

general purpose stock, 25 to 30 head of cattle and about a dozen pigs, besides poultry. This year I had 70 acres of wheat, 16 of barley and 30 of oats, which yielded 2,000 bushels of wheat, 400 of barley and 1,250 of oats. I do not stable my cattle, but provide them with sheds and let them run out among the straw stacks. Horses winter on the prairie here until Christmas. In all my experience here of eighteen years I have only had my crop touched with frost once, in 1884, and then it brought 50 to 55 cents per bushel. The climate and soil are all right. There is an abundance of water and rich pasturage in this neighbourhood and a choice market and comparatively near at hand. If a man comes to this country willing to work he can make a good living.

JAMES ANDERSON.

Kola, October 3rd, 1895.

I came from Lambton County, Ontario, Canada, in the year 1889, and took up a homestead the 25th May, 1889, it being the north-west quarter of section 12-9-29, about 17 miles from Elkhorn on the Canadian Pacific Railway. My time is overdue now to have my title for the free homestead. I did not apply for it yet as I had no opportunity, but I was in no great hurry for that. I have four horses; about 100 acres have been cropped in 1895. The wheat yielded 25 bushels per acre. I have not threshed all the oats yet, but what was threshed yielded 40 bushels per acre. I had about \$500 worth of stock and farm implements when I came to the country.

JAMES MCGILL.

J. F. Hogan, the well-known Irish-Australian member of the Imperial Parliament for Mid-Tipperary, says: "Manitoba is a most progressive province. It receives emigrants from all quarters of the world, and is therefore a most cosmopolitan community. It has an immense and very fertile territory, which is now being filled up by good emigrants. I was very pleased with the various settlements I visited in Manitoba, and I venture to prophesy that it will shortly be one of the most prosperous and populous sections of the British Empire."

Willow Bank Farm, Nov. 25.

I came from Glasgow, Scotland, and have been farming in this district for nearly 15 years. Have had always goods crops of wheat, but as I am engaged in mixed farming, do not grow much of that cereal. Cattle and sheep do well and fatten on the prairie grass, but with a small grain ration are much improved and are eagerly picked up by shippers for the English market. My capital on reaching this country was less than \$1,000 (£200), but \$900 now would have as much purchasing power as the former sum in 1882. I own a half section of land, 35 head of cattle, 8 horses, a full line of

implements and a good dwelling house. The climate is very healthy. We have a family consisting of ten children, but have never been under the necessity of requiring the services of a doctor. There is still a number of free homesteads within easy distance of Fiskhorn, and railway lands can be bought near town at \$3 per acre, on easy terms. I say to the industrious, come, there is room for thousands of tillers of the soil in this great country. I will be pleased to give any information required.

ROBERT BICKERTON.

Hartney, Nov. 22.

I left County Grey, Ontario, for Manitoba in the spring of 1882, my only capital being one team of horses. Working the first season on the railway, I took up this homestead and broke twenty acres in 1883. From this time on I have increased the property year by year, and now own 480 acres, 320 of which I cropped last year, and averaged 37 bushels of wheat per acre, 60 of oats, and 45 of barley. I have 19 horses and \$3,000 worth of building improvements on my homestead. I am satisfied that there is no other country that offers the same chances to hard-working men with small capital as Manitoba, and those having capital, of course, can do better.

WILLIAM BARBER.

Lucas, Nov. 2, 1895.

I came from Essex County, England, in 1890 with a young family of 8 children. I had no capital, and landed in Montreal with only \$20. I had to subsist on that and on what I earned. I came to this part of Manitoba and took up a homestead in June, 1891, commenced the improvements that same season. I then broke 25 acres. Now, this season I had 65 acres in crop. I have not threshed yet, but I expect to have at least one thousand bushels of wheat and at least seven hundred bushels of oats. I have about 80 bushels of potatoes. I have 8 horses, 1 colt and 13 head of cattle. I have a house 10x20 ft., worth \$140, also an addition 12x12 ft. I am about building a stone house. I have 2 stables and granary and 25 acres fenced. I am satisfied with my prospects in Manitoba, and I am certain that my fellow-countrymen would do well in this country.

SAMUEL RICHARDSON.

of 22-14-25.

"Westhome Farm,"

Gladstone P. O., Man., Nov. 1, 1895.

I came to this province in March, 1888, and began farming on Sec. 9, Tp. 15, range 12, in the municipality of Westbourne, township of Blake. I brought out material for a house in one car, and settlers' effects in another. I occupy a whole section of land and it is all inclosed by fence. I have about 225 acres at present under cultivation. I had about 150 acres under crop this year. My threshing statement is as follows:—Wheat, 3,353 bushels; oats, 1,390; barley, 446; flax, 14; total, about 5,200. By weight the wheat over-runs about 12 bushels to the hundred, oats weigh about 90 pounds to the bag. All the work in connection with raising this amount of grain was done by two men, except the assistance of a boy of 15 years for a little over a month, during cutting and stacking. There is no part of the province that I know of that is as well suited for mixed farming as the county of Westbourne. There is an abundance of natural hay, and grain of the best quality can be raised. I have never gone extensively into stock. At present I have eight head of horses, 22 head of cattle and a few pigs. I have pasture inclosed for my stock and do not allow them to run at large. The supply of water on my place is equal to the best I ever found in Ontario. Good wells can be had by digging 10 feet. The soil is a black sandy loam, very productive and very easily worked. Four small horses can easily plough from four to five acres in a day with a gang plough. I believe in summer-fallowing and hope in future always to have at least 75 or more acres and never to take off more than two consecutive crops.

The chief town in this county is Gladstone, on the M. & N. W. Railway. This town suffered from the effects of the boom, but is now making substantial progress. R. Muir & Co. have recently erected a first-class roller mill, supplied with the latest and most improved class of machinery. Westbourne in the east and Midway in the west are both rising towns. Midway this year has had three elevators put up.

W. J. EMERSON.

G. N. STEWART.

If further direct testimony is desired, apply to the High Commissioner, 17 Victoria St., S.W. London, or to the Commissioner of Immigration at Winnipeg, Manitoba, for a copy of the book, "A Few Facts," which contains the answers of a number of western settlers to a series of questions put to each of them.





Two stacks of wheat.

NORTH-WEST TERRITORIES



THE North-west Territories of Canada comprise the larger portion of the Dominion outside the boundaries of the different provinces. This vast portion of the North American continent was, until comparatively lately, an almost unknown region, ruled over by the Hudson's Bay Company, and popularly looked upon as an inhospitable country, good for nothing but the production of fur, and affording inducements only to the hardy explorer or searcher after big game.

With the acquirement by the Dominion of Canada of the rights of the Hudson's Bay Company in 1870, and the formation of the province of Manitoba out of a small portion of the Territories, came more enlightened knowledge of the natural advantages which the newly-acquired portion of the Dominion offered to those in search of homes, and of the existing favourable conditions for agricultural or pastoral pursuits, and the rapidly extending limits of settlement and railway construction, together with intelligent exploration and systematic observation

of climatic conditions, which have since taken place, now enables us to realize and confidently assert, that within these Territories is situated the largest unoccupied areas of good land on the North American continent. In this extensive settlements have been made and large districts await only the transforming influence of the industrious husbandman to be converted into happy and prosperous homes.

The North-west Territories extend **Extent.** from the International Boundary, or 49th parallel of latitude on the south, to the Arctic Ocean on the north, and from Hudson's Bay on the east to the Rocky Mountains on the west. This vast extent of territory, covering an area of some 1,402,800 square miles, and embracing some twenty degrees of latitude and fifteen degrees of longitude, naturally includes within its limits many districts, of great extent in themselves, which show marked differences from each other in climatic and topographical features. In attempting to give any adequate description of the Territories as a whole, the natural divisions as marked by these differences should, of course, be

dealt with separately, but for present purposes it is only necessary that those portions of the Territories which are within the limits of the present trend of settlement, and which offer favourable inducements to the incoming settler should be described. These portions are embraced in the area bounded on the east by the province of Manitoba, on the west by the province of British Columbia, on the south by the International Boundary, and extending north up to about latitude $54^{\circ} 30'$.



An Indian grave on the prairie.

The area in question, though vast as compared with some of the present provinces of the Dominion, or older European countries, comprises but a small part of the whole North-west Territories of Canada, and should properly be designated as the Western Territories of Canada, to distinguish it from the great extent of country extending far to the north and north-east, where the climate, soil, and other natural conditions preclude the possibility of settlement for agricultural or pastoral pursuits in the near future.

The more fertile portion of Divisions. the Territories in question has been divided by nature into two distinct divisions exhibiting marked differences in physical features and climatic conditions. The southern half is contained within the great plains or prairie region of Western America, while the northern half exhibits the transition from open prairie or plains to the timbered regions of the north, being park-like in its character, with alternate wooded and prairie portions. Both of these divisions however, offer special advantages to the homeseeker, but these advantages do not in any way clash with each other when properly understood. In the

prairie or plains region, which, within a comparatively few years, formed the grazing ground of vast herds of buffalo, the settler who desires to confine himself to pastoral pursuits will find many locations where the luxuriance of the growth of the native grasses and the unlimited pasturage, the small snowfall and the mild winters afford every opportunity for successful effort in that direction, while the northern district offers to the farmer proper, rich soil and better opportunities to embark in grain raising and mixed farming.

In the year 1882 it was found advisable for administrative purposes to divide the portion of the Territories, above described, into four provisional districts, named respectively Assiniboia, Alberta, Saskatchewan and Athabasca. In proceeding to a more detailed description of the country it will be found convenient for reference to deal with each of the three first districts separately, passing over for the present, any reference to the latter district, as it comprises a portion of the Territories within the limits of that part described above as being beyond the trend of probable settlement in the near future.

In describing the different districts it will be understood that as the boundaries between them are arbitrary lines and not natural features such as rivers or mountains the description of the portion of one district adjoining the boundary between it and the next, will naturally suit either one, and some repetition in descriptions is therefore unavoidable. The detailed remarks given below will be best understood by referring to the accompanying map.

ASSINIBOIA.

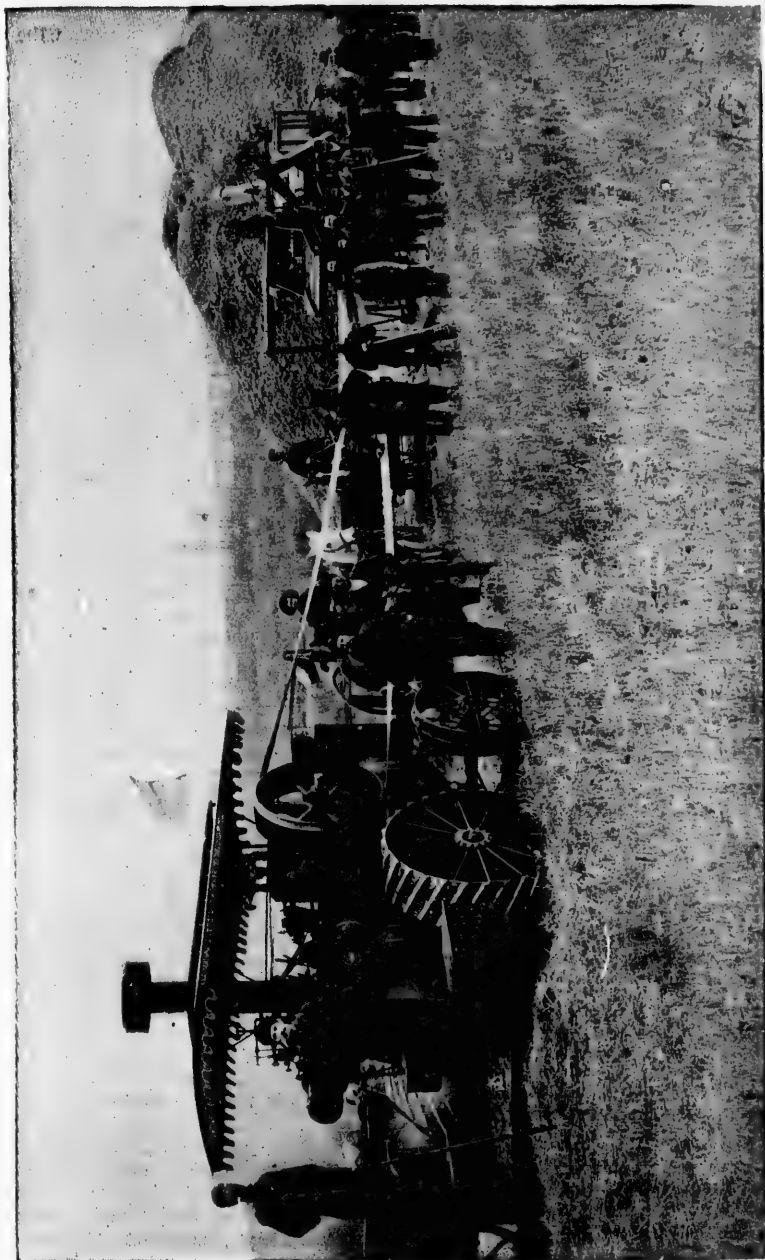
The District of Assiniboia has a length of about 450 miles east and west, by about 205 miles north and south, and contains an area of 89,535 square miles. It is bounded on the east by the province of Manitoba, on the south by the International Boundary, on the west by the District of Alberta, and on the north by the District of Saskatchewan. (See map.) The greater part of the plains or prairie portion of the Territories referred to in the general description given above, is situated in this provisional district, but the eastern and western portions of the district

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The Thresher.

show marked difference both in climate and topographical features. The main

Railways. line of the Canadian Pacific Railway extends from east to west almost through the centre of Assinibola, and branch lines of this road extend from Moose Jaw to the south-east corner of the district and from Regina to the north through the central portion. The Manitoba and North-Western Railway also extends into the north-eastern portion of the district from Manitoba, and present requirements in the way of transportation are thus well provided for.



A shady spot.

Rivers. The South Saskatchewan River, one of the important streams of the western Territories enters Assinibola almost midway on its western boundary, and after flowing nearly due east for about two hundred miles, turns at almost a right angle to the north, leaving the district about the middle of its northern boundary.

The Qu'Appelle River, which heads almost at the point where the Saskatchewan River turns to the north, flows to the east and becomes a stream of considerable size before crossing the eastern boundary of the district into Manitoba. These two rivers are the principal waterways of the district, but there are many other smaller streams in particular localities which are referred to in the local descriptions given further on.

EASTERN ASSINIBOLA.

Grain Country. The eastern portion of Assinibola, for a distance of some 120 miles west from its eastern boundary is practically a con-

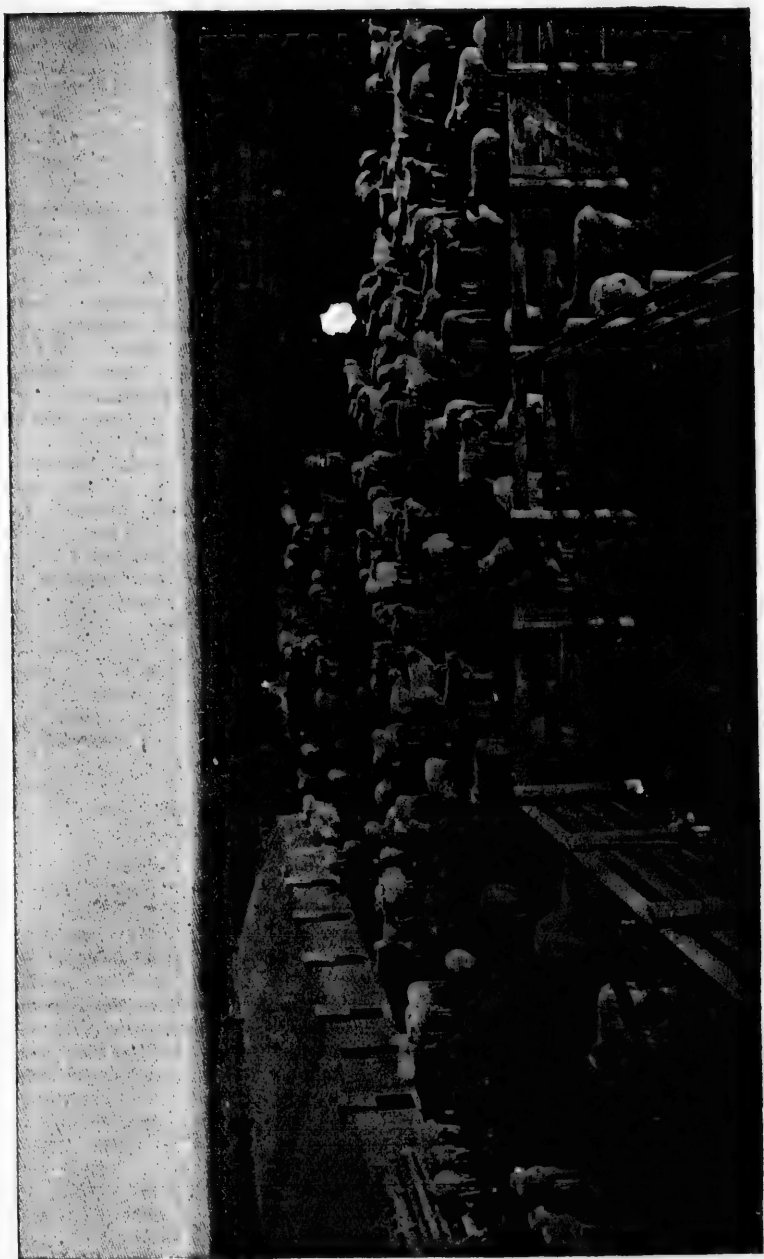
tinuation to the westward of the grain-growing areas of Manitoba, and although the soil is somewhat lighter than the deep black loam of the Red River valley, it is very warm and productive. Within this portion of the district settlement has rapidly extended, and many thriving towns have sprung up along the main line of the Canadian Pacific Railway, among which may be mentioned Moosomin, Grenfell, Wolseley, Indian Head and Qu'Appelle, and on the line of the Manitoba and North-Western Railway, Saltcoats and Yorkton. This portion of the district shows the gradual change from the wooded areas of Manitoba to the great plain region of the Territories, and in many places contains a park-like country, with alternate bluffs of poplar and willow, and open areas of prairie. The soil is a friable loam, easily worked and producing excellent crops of wheat, coarse grains and vegetables. The climate is cold in winter, with a considerable snowfall during the majority of years, but the summers leave little to be desired in an agricultural country, and cyclones or violent storms are so far unknown. In most portions of this part of the district, good water can be obtained at a reasonable depth, but in some localities water is rather scarce and hard to obtain.

Mixed Farming. This portion of Assinibola offers special inducements to the intending settler who is desirous of embarking in grain raising and mixed farming, there being a good market for all kinds of grain, dairy produce, and beef or pork. The Territorial Experimental Farm is located at Indian Head, and ample milling, elevator and creamery accommodation has been provided in most of the towns and villages. Good homestead land is to be had in many localities, and the railway companies offer choice land for sale at reasonable prices, and on long terms of payment.

In addition to the Qu'Appelle River, the Assiniboine River, White Sand River, and many smaller streams intersect the northern portion of the district and in the south the Souris River, Pipestone Creek, Long Creek, and some minor streams are met. The valleys of all these streams afford favourable locations for settlement, those in the north being better adapted for grain farming than those in the south, where the more open country offers special advantages for graz-

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Sheep in Western Canada.

ing and dairy industry. About the centre of the southern portion of this portion of Assinibola, a marked topographical feature, known as Moose Mountains, occurs. This hill, or range of hills, which rise to a considerable elevation above the surrounding plains, is some thirty miles in length east and west and about fifteen miles north and south. Parts of the hills are thickly wooded and many small local watercourses head therein, and run down to the surrounding plains. The country along the base of these hills offers many favourable locations for mixed farming, and there is a considerable settlement in the vicinity, with a thriving village at the east end of the hills called Cannington Manor.

WESTERN ASSINIBOLA.

The western two-thirds of Assinibola is almost entirely composed of open plains, though broken here and there by ranges of hills. Here are to be found the towns of Regina (the capital of the Territories), and Moose Jaw, the Wood Mountains and the Cypress Hills, while near the eastern boundary is the valley of the Qu'Appelle River. The soil is rich, and mixed farming is carried on with gratifying results. The sections of country near Regina and Moose Jaw are suited for grain, stock and dairying, while from Swift Current west there is found a thick growth of what is known as "buffalo grass" affording excellent pasturage and rendering stock-raising a profitable occupation. The climate is temperate and cattle may pasture throughout the winter season. The soil, as above stated, is of an exceptionally fertile character and with ordinarily favourable conditions should return to the agriculturist a satisfactory reward for his labour. Coal, found in so many places in the North-west, abounds in Western Assinibola, providing fuel gathered with comparatively little labour. The prairies of Western Assinibola are relieved by two marked ranges or hills, which rise to a considerable height above the general elevation of the plains. The first of these is called Wood Mountain, situated near the international boundary, about the centre of the district. Settlement in this vicinity centres at present near the east end surrounding Willow Bunch Post Office. This locality affords abundant opportunities for

stock-raising and dairy farming, and, with the introduction of branch railways, spreading gradually over the west, will soon become as well settled as are the districts now on the lines of railway. Considerable timber is found on parts of Wood Mountain, and good water is available in many places in that vicinity.

The second range of hills is situated in the south-western corner of Assinibola. This range is called the Cypress Hills, and covers an area extending east and west about eighty miles north and south about twenty miles. The hills rise in places to an elevation of 1,000 feet above the adjoining plains and are much broken by deep ravines and coulees. On their eastern end there is not much timber, but as the western extremity is reached, the timbered areas extend until some large tracts of merchantable timber are met. This range of hills forms the main watershed for this portion of the prairie region, and owing to their elevation collect a precipitation probably three times as great as that of the plains below. This precipitation runs down to the plains in a large number of small streams, chief among which are Swift Current Creek, Whitemud River, Battle Creek, Bear Creek, Maple Creek, McKay Creek and Ross Creek. In many cases these streams disappear entirely after reaching the prairies, but on the upper portion of their length they afford a good water supply during the whole year.

The winters are much milder than in the eastern part of Assinibola, the snowfall is very light, and cattle, horses, and sheep graze outside during the whole year.

The rainfall on the plains adjoining the hills is not as a rule abundant, but the large number of small streams heading in the hills and running down to the plains afford a good supply of water for irrigation, and by constructing cheap ditches this water is brought to the growing crops and exceedingly satisfactory results obtained. Many small irrigation systems of this character are now in operation and have been very successful particularly along the northern slope of these hills, and during the large majority of years owing to the absence

of summer frosts, corn, tomatoes, melons, and pumpkins do well.

Wheat, however, is not much grown in this section. There is already a very considerable settlement in the Cypress Hills district, the larger part of which is on the north slope of the hills along the line of the Canadian Pacific Railway, the chief business centre for the settlement being the small but thriving town of Maple Creek, situated about the centre of the northern slope on the railway in question.

The town of Medicine Hat, which is a divisional point on the railway, is situated a short distance north-west of the hills, on the South Saskatchewan River, near the western boundary of Assinibola. During the year 1896 there were some 30,000 head of cattle grazing in the Cypress Hills district, and upwards of 60,000 sheep. These cattle and sheep are largely made up of bands owned by individual settlers, many of whom began a few years ago in a very small way.

This portion of Assinibola offers splendid opportunities for intending settlers who desire to go in for pastoral pursuits and dairy farming, and numerous choice locations can be had, where, by constructing a small irrigation ditch the settler is certain of good crops of cereals, vegetables and fodder every year, and the natural grazing advantages enable him to own a large number of cattle, sheep or horses which do not need any feed except for short intervals during exceptionally stormy weather in the winter months. The remaining portion of the plains region along the northern and north-western boundaries of Assinibola afford excellent summer grazing grounds for cattle or sheep. Some favourable winter locations are to be found along the valley of the South Saskatchewan River, where a home ranch may be combined with summer pasturage on the adjoining prairie areas.

ALBERTA.

The district of Alberta has a total length from north to south of some 430 miles and an average width from east to west of about 250 miles, and contains an area of 106,100 square miles. The district is bounded on the east by the districts of Assinibola

and Saskatchewan, on the south by the International Boundary, on the west by the province of British Columbia, and on the north by the district of Athabasca. (See map.)

Alberta comprises within its limits two divisions showing marked distinctions in topographical and climatic conditions. The southern half is an open rolling country, devoid of timber, except along the streams and in the foothills of the Rocky Mountains, while the northern half is more or less timbered throughout, the belts of timber being broken here and there by prairie openings, some of which are of considerable extent.

The advantages which the northern and southern portions of the district offer to the intending settler are so diverse in character, that it is customary to speak of them separately as "Northern Alberta" and "Southern Alberta," and it will probably conduce to a better understanding of the information given below to speak of the district under these divisions.



On the range.

SOUTHERN ALBERTA

Ranching and Dairying.

is essentially a ranching and dairying country and offers unequalled opportunities for effort in that direction. The district is composed of high, open plains, broken by the valleys of numerous large streams, which head in the Rocky Mountains and flow to the east, and the country becomes more or less rolling and hilly as the heads of these streams are ap-

proached. The valleys and bench lands produce a most luxurious and nutritious growth of native grasses, chief among which is the far-famed "bunch grass," and cattle, horses and sheep, graze outside during the whole year. The soil of the district is, as a whole, a good rich alluvial loam. In places gravel and sandy ridges are met, but in the valleys the accumulated silt deposit of ages has produced a soil of the richest kind and of great depth.

**Attractive.
Climate.**

The climate in Southern Alberta is one of its most attractive features, the winters being mild with very little snow, and the summers hot and dry. The rainfall in the district is small, averaging about 12 inches in the year, and while this amount of precipitation is not sufficient to ensure good crops in the majority of years, the aridity of the district constitutes its chief factor of value as a grazing country, the absence of rainfall during the late summer months causing the native grasses to become cured on the ground, retaining their nutritive qualities in such a manner that stock pastured thereon remain fat all winter. Cold and stormy weather is of course experienced at times during the winter months, but the prevailing warm winds which blow from the west, locally known as Chinook winds, rapidly dissipate any snow which falls and for days at a time cause a rise in the thermometer to almost summer temperature.

**Supply
of
Water.**

In Southern Alberta, irrigation is largely resorted to in producing grain and fodder crops, and by this means returns of a most satisfactory character are obtained. The large number of the streams flowing down from the mountains afford a bountiful supply of water for this purpose, and at the present time some three hundred miles of ditches and canals have been constructed to carry water for irrigation. These streams also afford an unfailing supply of pure and cold water for stock watering and dairy operations, and combined with the absence of flies during the hot summer months produce the best results in the production of butter and cheese.

**Railway
Communication.** Southern Alberta is traversed from east to west by the main line of the Canadian Pacific Railway, and from north to south by the Calgary and

Edmonton Railway, and in addition a branch of the former line runs through the southwestern portion from Lethbridge to Medicine Hat in Assinibola, and from Lethbridge the Great Falls and Canada Railway extends to the south as far as the Great Northern Railway in Montana. Several important centres of trade are situated in Southern Alberta, chief among which is the city of

**The Chief
Cities.**

Calgary, at the junction of the Canadian Pacific and Calgary and Edmonton Railways, and further to the south the thriving towns of Lethbridge and Macleod. At these points ample banking and business facilities are to be found, and several manufacturing industries have been commenced. The district now contains a large settlement of ranchers and dairy farmers, but many favourable locations are to be had by incoming immigrants who may desire to embark in either of these undertakings.

NORTHERN ALBERTA

is essentially an agricultural district, and while some portions of the district offer favourable openings for stock farming, the principal advantages of the district will ensure settlement by immigrants who desire to engage in grain farming, combined with small numbers of cattle, sheep and hogs, or mixed farming as it is commonly termed. During the past few years the larger portion of immigration into the Territories has gone into Northern Alberta, and the settlement in certain districts is already becoming intense enough to form thriving local centres of trade.

As has already been stated the district is more or less wooded, but in many parts extensive prairie openings are found and in almost all localities a sufficient area of open land can be obtained to enable the settler to commence farming operations without having to clear any land. The soil throughout the whole district is a heavy rich loam and the summer season is well adapted to the successful growth of all kinds of grain and vegetable and root crops. The winters are cold and there is usually sufficient snow to make good sleighing. Stock has of course to be fed during most of the winter months, but there is a bountiful supply of native hay in almost all localities.



A Garden near Edmonton, N. Alta.

Railway Facilities. The Calgary and Edmonton Railway runs north and south about midway in the district up to the Saskatchewan River, and most of the new settlement has taken place in the immediate vicinity of this road. Large settlements have, however, been formed on the north side of the river in the vicinity of the Sturgeon River, and to the east near Beaver Lake and the Battle River.

The Chief Town. The town of Edmonton, which is situated on the Saskatchewan River at the point where it is reached by the railway line, is in the centre of a thickly-settled locality, and in common with other centres which have rapidly sprung up throughout the district, affords facilities for all purposes of trade.

In addition to being the centre of the large agricultural settlement along the Saskatchewan River, and to the north of that stream, Edmonton is one of the largest markets for raw furs in North America. Fort Edmonton was the northern centre of the Hudson's Bay Company's fur trade a century ago, and has continued to be the source of supplies for trappers and traders, who in exchange bring the large catch of fur from the country between the Saskatchewan River and the Arctic Ocean to the town for sale.

Farming and Gold Washing. The Edmonton district is also the centre of placer mining for gold on the Saskatchewan River, an average of about \$50,000 worth of gold having been washed each year from the bars and banks of the river for some years past. Placer mining in the district was commenced about the year 1863, and in the early days \$10 to \$15 per day was the average pay made by the miners; during recent years, however, the average has been about \$1.50 per day. In 1896 over 200 men, many of whom were settlers in the district, were occupied in placer mining on the river, over a distance of about 100 miles on each side of the town of Edmonton. New interest has been lately aroused in the possibilities of this industry, from the fact that some Americans who made tests in 1896 found that only about ten per cent of the gold was saved by the hand "grizzlies" used by the miners.

Rich Land. These prospectors took away specimens of what is called "black sand," which they smelted by a special process and discovered that each grain of black sand was largely composed of platinum and gold, and when properly treated yielded very paying returns. This sand had formerly been washed back into the river by the miners who used pick, shovel, and grizzlie, but these recent discoveries, together with the confidence shown by those who have brought in extensive machinery to treat it, has attracted considerable attention to the Edmonton district, and the Saskatchewan placer mines, and the home market created by this mining development will probably accelerate the agricultural development in the district very materially.

Other Settlements. St. Albert, nine miles west of Edmonton is probably the oldest settlement in Alberta. The village of Fort Saskatchewan, twenty miles north-east of Edmonton is also the centre of large settlements. Along the line of the Calgary and Edmonton Railway, the other towns or villages are South Edmonton, Leduc, Wetaskiwin, Lacombe, Red Deer, Innisfall and Olds, all centres of prosperous settlements, while in the eastern portion of the district at Buffalo Lake, about 40 miles east of Lacombe and at Devil's Pine Lake, 18 miles from Innisfall, a number of stockowners have settled and own large herds of cattle and horses.

To obtain Land. Homestead lands may still be obtained near any of the towns mentioned, within easy distance of the railway, and the railway company hold desirable lands for sale at reasonable prices on easy terms of payment.

Rivers. Northern Alberta is well watered by the Saskatchewan River, the Red Deer River, and the Battle River with their many branches. The Athabasca River also enters the district on the north, and its branches, the Macleod and Pembina in the north-west portion of the district are the scenes of active placer mining operations during the summer months. Besides these rivers there are numerous lakes in almost every part of the district. Lac la Biche in the extreme north-east has a large settlement of half-breeds, Lac Ste. Anne in the north-west is another large lake where a

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On Circle Rancho, Lethbridge, Alberta.

number of settlers are located. Beaver Lake, Saddle Lake, Egg Lake, Buffalo Lake, and Devil's Pine Lake, are other principal lakes near all of which settlements have been founded.

The rainfall in Northern Alberta during the summer months is sufficient to ensure good crops, and in the Edmonton district heavy yields of all kinds of grain and root crops of first-class quality are raised each year.

SASKATCHEWAN.

The district of Saskatchewan embraces that portion of the North-west Territories lying to the north of the province of Manitoba and district of Assinibola, and to the east of Alberta, and extending to the north up to the north boundary of Township 70 of the Dominion Lands system of surveys. The district embraces an area of about 107,000 square miles, a considerable portion of which is, however, contained in the wooded portion of the Territories and unsuited to the immediate requirements of settlement. The southern half of the district is traversed from east to west by the Saskatchewan River, and the valley of this important stream, with the country immediately adjacent thereto has long been famed as a desirable field for immigration. The country has, however, until quite recently been without railway communication, and settlement has been very much retarded by this fact.

The Chief Settlement.

the portion of the district a thriving settlement has sprung up in the vicinity of Prince Albert, which is reached by a branch from the main line of the Canadian Pacific Railway, running north from Regina in Assinibola, the capital of the western territory, and considerable settlement has also taken place along the South Saskatchewan River, which joins the main stream near Prince Albert, and to the east of this stream in the Carrot River district.

Further to the west some flourishing settlements are to be found near the town of Battleford, and north of that point ranching is carried on to a considerable extent in the vicinity of Jackfish Lake. In its phy-

sical conditions the southern portion of the district of Saskatchewan very closely resembles Northern Alberta, but in some parts the soil is lighter and in the neighbourhood of Battleford, and in the south-western corner of the district the rainfall is at times insufficient to mature the crops. Owing to its remoteness from present railway communication, and consequent difficulty in getting produce to market, the extension of the present settlement in the district will probably be slow in the near future, but with the construction of a railway line through the Saskatchewan Valley, and the extension of the present line of the Manitoba and North-western Railway to Prince Albert, Saskatchewan is sure to attract its proportion of incoming immigrants, as the district offers many natural advantages to the homeseeker.

IRRIGATION.

For some years the attention of the Government has been directed to the necessity for irrigation in the section of the North-west situated adjacent to the Rocky Mountains from Calgary southward to the International Boundary and it is now recognized that the future of that region is dependent to no small extent upon the enactment of comprehensive laws upon the subject of the apportionment and subsequent use of the water supply available for that purpose. An Act (ch. 30, 57-58 Vic.) was passed in 1894 embodying all the principles which it was thought wise to adopt, founded on the best information on the subject, and in 1895 an amending Act (ch. 33, 58-59 Vic.) was passed making a few verbal alterations. The abolition of riparian rights and vesting the control of the water in the one strong central authority of the Government was the most important feature of the Act.

In considering the question it will be well to bear in mind that the best American authorities are agreed that the arid and semi-arid portions of the United States, which can be rendered useful for agricultural or pastoral purposes only by the artificial application of water, include an area of five hundred millions of acres. In the States immediately adjoining Canada, irrigation is being developed with great vigour,

as a glance at the following table will show :—

	Under ditch. Acres.	Under cultiva- tion. Acres.
Idaho	1,200,000	330,000
Montana	1,250,000	410,000
Nebraska (west of 97°).....	200,000	40,000
North Dakota.....	25,000	2,000
South Dakota.....	100,000	50,000
Oregon (east of Cascades).....	125,000	45,000
Wyoming.....	3,038,400	180,000
Colorado	4,200,000	1,757,100

These figures are compiled from the report of the "Office of Irrigation Inquiry," Washington, published in 1892, since which time a large increase has been made.

So far as the Canadian North-west is concerned, out of about two hundred millions of acres of land, between the Red River of the North and the Rocky Mountains, available for agricultural and pastoral purposes, not more than about one-fourth, or fifty millions in all, require the artificial application of water.

The necessary works are being pushed forward with great energy, and at this date (November, 1896) one million five hundred thousand acres in the country lying between the Missouri Coteau and the Rocky Mountains on the east and west respectively and between latitude 52° on the north and the International Boundary on the south, have been topographically surveyed for irrigation purposes.

GENERAL REMARKS.

The foregoing brief remarks regarding the Provisional Districts into which that portion of the North-west Territories at present attracting the attention of immigrants is divided, have been confined to general descriptions of the chief characteristics of the districts in question. The following is more detailed information regarding points which are common to the Territories as a whole or applicable to particular localities, and which are of special interest to our intending settler.

In all the settled portions **Schools.** of the Territories most liberal provision is made for schools, and new schools can be formed in any newly

settled district where there are twelve children of school age. About seventy per cent of the cost of keeping the schools open is paid by the Government, and in consequence the school taxes paid by the settler are very small. Provision is also made by the law for high schools and teachers' institutes, and the incoming immigrant will find that the school system in the Territories has been formulated on a very liberal and enlightened basis.

Churches. All the religious denominations are represented in the Territories, and many fine churches are found in the larger centres. Throughout the country districts the school-houses are largely used for Sunday services by the different missionaries who visit the settlements from time to time, and in almost all parts of the country the settler can attend the service of his particular creed by driving short distances.

In all the larger towns **Stores, Banks, Mills, &c.** and villages throughout the Territories and at many scattered points in the thickly-settled districts, stores are found which supply all possible wants of the settler in the way of farm implements, or supplies of any kind, and the prices charged are, as a rule, very reasonable, and the goods supplied of good quality. Branches of the chartered banks have been opened at all the larger towns, and private banking institutions do business at many of the smaller points. Money order branches are connected with the principal post offices throughout the Territories, and the Dominion Express Company, which has agencies at nearly all railway stations, carries on a very simple and cheap system of money order exchange.

Grist mills and elevators are in operation at points where grain raising is the principal business of the settlers, and creameries have been opened at a large number of places where dairying is carried on. These creameries are operated under Government supervision and with Government aid, and the settler owning a few cows is thus enabled to get a good cash price for any milk he may have over and above his own wants.

Cold storage warehouses, breweries, meat packing establishments and other manufacturing establishments are in operation at different points, and these are being rapidly added to as the country develops.

Lumber & Building materials.

In the wooded portions of the Territories the settler has no difficulty in obtaining timber for the construction of his house, and outbuildings, but in the plains region manufactured lumber has, of course, to be largely used. Many saw-mills are operated in Alberta along the eastern slope of the Rocky Mountains, and in the north along the Saskatchewan River, and agencies for the sale of lumber have been located at all centres of settlement in the Territories. Manufactured lumber and shingles of first-class quality are also shipped in from the timbered areas in British Columbia, and the immigrant's wants in this way can be readily supplied at reasonable prices. Liberal provision is made in the Government regulations to enable settlers to get timber for building, fencing or fuel on Government lands where there is any timber available.

Fuel. In the wooded portions of the Territories, the settler has no difficulty in obtaining a good supply of wood for fuel, but in the plains or prairie sections the item of fuel is a somewhat serious one. Fortunately, however, nature seems to have foreseen this want, and has provided a bountiful supply of coal, vast deposits of which are found at a number of points in Alberta. Extensive collieries are now operated at Canmore, Lethbridge, Edmonton and Anthracite, in Alberta, and at many other points small mines are worked for the immediate wants of the surrounding settlers. The coal mined at the first three of the above-mentioned points is bituminous, while that at the latter, as indicated by the name,

is anthracite of first-class quality. Coal is also mined in south-eastern Assiniboia, and although of the lignite family, makes fairly good fuel. Settlers living in the immediate vicinity of these mines get their fuel supply cheaply, but at present the price is rather higher in localities remote from the point of production.

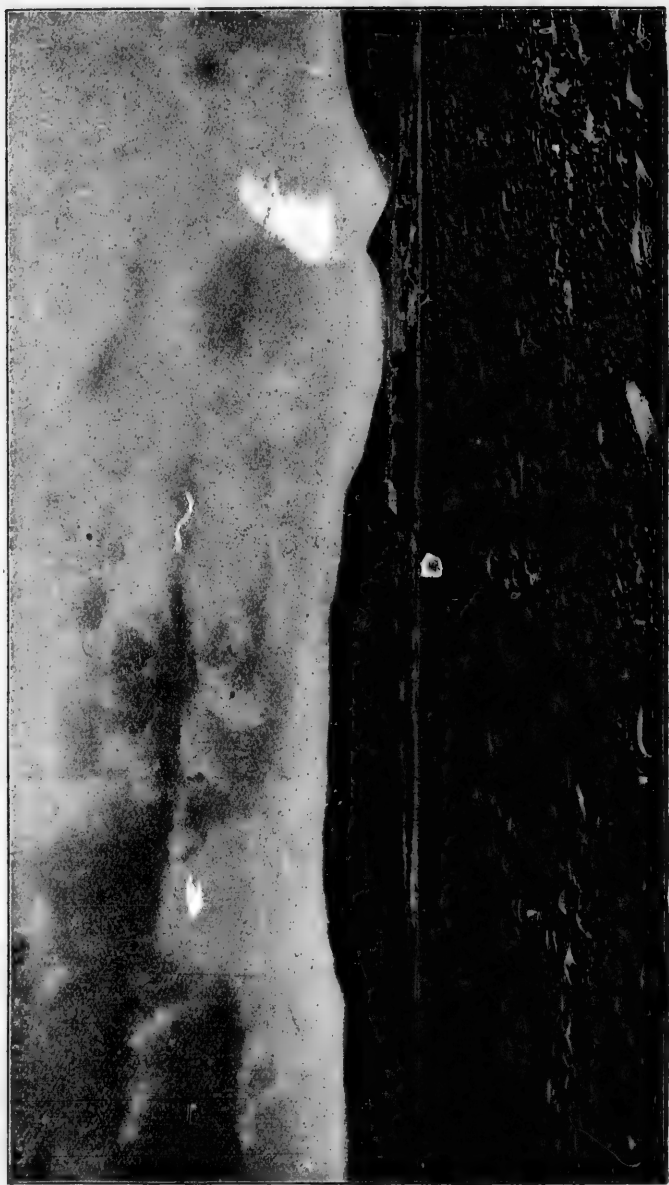
Markets. One of the most important features requiring consideration in a new country is the question of a market for the products which the settler has for sale. In the eastern portion of the Territories there has always been a good market for the wheat which is there the staple product, but further west, particularly in Northern Alberta, and to the east in the Prince Albert district of Saskatchewan, the markets have not been so good. This condition has, however, during the past year been materially changed, owing to the rapid development of the mining districts in British Columbia and to the east of Manitoba, and during the year 1896 a good market was found for everything produced. This change has also affected the ranching industry, for although there has been a good demand for some years past for the best quality of beef for shipment to the English market, the increased demand for the home market, has increased prices considerably. The question of a ready cash market for everything which can be produced may now be said to be satisfactorily settled, and the incoming settler may feel assured of being able to dispose of any produce he may have to sell, at remunerative prices.



An Elk Team.



Range Cattle, High River, S. Alberta.



Forty Mile Point - Yukon.



Geol. Surv. Rep.

HOOLE'S CAÑON.

THE YUKON GOLD FIELDS.

The greatest gold discovery of recent years has been made in the North-west Territories of Canada. No sooner has the great wealth of the gold and silver quartz mountains of British Columbia become known to the world than tidings were received of fabulously rich gold diggings on the Yukon and its tributary streams, particularly on the Thron-duick, or, as it is more generally called, the Klondike, as well as on the Bonanza, the El Dorado, and other creeks. This district adjoins the United States territory of Alaska, and approaches on the north very nearly to the limit of the Arctic circle. It is a country of severe winter and very short summer, and so far as can be judged, principally valuable for its minerals. But of its richness in that respect there is no doubt, and it is impossible at present to limit the locality from which gold will be taken.

The principal drawback, hitherto, has been the difficulty of getting into the country. It was necessary to go round by ocean steamer to St. Michael's in Behring Straits, and from there by a light draught river steamer, in all about 3,000 miles, at great cost, or else to cross the mountain divide carrying provisions on the prospector's back, and build boats on the other side to get down to the Yukon. This also involved expense, hardship and danger. Under these

circumstances, the mining camps have been small and few in number, though like all such communities in Canada, quiet and free from crime. A small detachment of the North-west police proved ample authority for the maintenance of order. But the enormous quantity of gold brought out by a few prospectors resulted in a rush such as has not been seen for many years, and it became necessary to provide more amply for the future. Three companies obtained charters to build railways from the coast to the head of the inland navigable waters, with the intention of there building small steamers. This work was begun by one or two companies in the summer of 1897, though too late to afford travelling facilities of any consequence for that year; the two American companies of Alaska doing nearly all the business of conveying prospectors and carrying the food in to feed the country. The Government of Canada, in 1897, reinforced the detachment of mounted police to a strength of 100 men, and established stopping places or refuge posts here and there between the sea and the Yukon, in order that communication might be open by means of dog trains throughout the winter. A customs officer was sent to the divide and regulations promulgated as to the terms on which mining claims could be taken up and held. Considerable hardship will be undergone by many, who, contrary to advice, insisted upon making their way into the coun-

try during the past summer, but the arrangements in progress during the fall of the year will result in making the Yukon as accessible as many of the mining districts of British Columbia, a short time since deemed inaccessible, but now served by competing railways.



Further information, if required, can be obtained by writing to the High Commissioner for Canada, 17 Victoria Street, London, or for rates of passage, &c., to any of the agents of the Canadian S.S. Companies at London, Liverpool, Glasgow, or to the officers of the Canadian Pacific Railway, 67 King William Street, London, and at Manchester and Liverpool.

Persons on the American continent desiring information can write to the Secretary, Department of the Interior, Ottawa, or Commissioner of Immigration, Winnipeg, Manitoba, or M. B. McInnis, 1 Merrill Block, Detroit, Michigan.

TESTIMONIALS.

The following are a few out of many similar letters from settlers giving the result of their work :-

Regina, Nov. 4.

Eleven years ago I came from London, England, and had no money when I came. I now have valuable improvements on my land, and own fifty head of cattle. I would not live in England again if my fare was paid to return, and would strongly recommend any one who is willing to work to come to this country.

THOMAS WATSON.

Elmore, Assa., Dec. 17, 1896.

In starting farming here I had no money worth speaking of, but now on my homestead there is a large frame house, and I own thirty head of stock and a full set of farming implements, and I am clear of debt. From 1884 to 1893 I had good crops each year off my summer fallow land, my lowest

yield being 15 bushels of wheat to the acre, and in 1892 I had an average of 40 bushels. After the railway came in 1892 I have gone steadily ahead, getting in better shape each year.

DAVID W. BURKE.

Aessippi, Man., July, 1895.

There is no need for a farmer to bring out anything with him other than a fair stock clothes and good warm underwear. Everything can be got here at a moderate price and made to meet the requirements of the country. There is no trouble in selecting and purchasing all the stock he may require to start with, of the very best description and at such a moderate price that will astonish him, after purchasing such stock in the old country. A little cash goes a long way here.

There is no country in the world where a farmer can live so well and so cheaply as he can here, and at the same time thoroughly enjoy the advantages he has in the way of sport, the produce of his gun helping out his larder wonderfully if he is fond of shooting. I have had the best of shooting in England, but have never so much enjoyed it as I have done here, merely shooting the quantity that was required for the house or presents for friends.

Another great advantage is the freedom from rents, rates and taxes, such bugbears to the English farmer. One cannot appreciate the feeling of such relief until it has been realized. The rates are very low in the agricultural districts, especially so in the North-west Territories, where municipalities are not so general—the school rate being the only one, and that too trifling to mention; statute labour taking the place of money payments, such labour being generally allotted, and done on the roads most used by the settler himself.

There is now in this country an opening for any number of men with some experience and capital (say £100 clear to start with) where both can be applied with advantage, when the same men would find such an amount as I have mentioned practically useless in England. The taking up of 160 acres of land under the homesteading conditions, is subject only to the payment of an entry fee of £2. There is no doubt that the class of settlers most needed in the North-west is the same as in any other part, that is the steady workingman with moderate means, who will more likely be a permanent and successful settler than the man with larger capital going into grain or cattle on an extensive scale, or as an experimentalist.

The country is one of the healthiest that can possibly be, far healthier than England in any part of it. Far be it from me that I should utter one word to draw any man from his home to come out here to meet with disappointment, but I know that the country is all that one can desire, and that

there is every prospect for any industrious man to maintain himself and provide a home for his sons and daughters.

SEPTIMUS FIELD.

New Stockholm, Oct. 10, 1896.

I arrived in Canada in June, 1884, having been before in the United States in different places since 1880. I settled in Winnipeg first, the same year I came to Canada, where I earned some money and then had a business of my own until the spring of 1891, when I started as farmer upon my homestead upon which I now live here. My experience is that I think the farm is the surest future. Both I and my family like it and intend to stay here. I have about 40 acres broken and I have built a fairly large house upon my farm 20 x 24, with stable, I have three large horses, a number of cattle, and I hope in the future that this place will grow with more settlers. There is plenty of room for many families within our districts and good land. The climate is really healthy—the summer heat is not pressing and the winters just suit us. The soil is very fertile, and this year we had a grand harvest. We number 65 settlers, of which the great majority are doing remarkably well. I would recommend them who can work and have a little capital to come here. My address in my mother country was Frenninge, per Wollsjö, Malmö, Sweden.

Yours, &c.,

(Signed) O. C. PEARSON.

Prince Albert, Sept. 1st.

I am a native of England, having been born and raised in the city of London, where I was apprenticed to the mathematical instrument making trade. I came to Canada in 1876, settling first at London, Ontario, engaging in the business of steampipe fitting and brass finishing. There I succeeded very well, disposing of my business in 1877, after which I decided to make my home in the west. During the summer of 1879, I prospected thoroughly various parts of the country, and chose the Prince Albert district as a result of what I had seen. I located a homestead and pre-emption at Red Deer Hill, and at once began farming operations. My family arrived in the spring of 1880, and we have since resided on the farm. We were among the first settlers in this part of the district. At that time there were no established parishes, or other organizations, but as settlement began to progress we soon overcame that difficulty and now have schools and churches in our immediate neighbourhood. There were only a few acres of land under cultivation, all of which has been worked continuously since 1880. I have never had a failure of crops from any cause, nor have I known or heard of a failure of crops during my time in the Prince Albert district. Bad farming does not constitute crop failures. My wheat crop has averaged

every year twenty bushels per acre and over. Crops of oats and barley have been abundant, and I would say the average yield of these grains would be about thirty-five bushels per acre. I have given gardening considerable attention and have invariably been successful and find that all vegetables do remarkably well and are an enormous size. I have engaged largely in stock-raising, having at present about seventy head of cattle. We have paid special attention to dairying, making for some years past eighty pounds of butter per week for which as well as for the other products of our farm we have always found a good market.

Having gained a livelihood and brought up a large family and succeeded in surrounding myself with all the necessaries of life and many of the comforts of civilization, with good stock, all necessary implements, &c., and possessing six hundred and forty acres of the richest known land, my experience has led me to offer this testimony to the special adaptability of the Prince Albert district and surrounding country as an unsurpassed region for purposes of stock-raising and mixed farming, and also as a field presenting all requisites to success to the new settler.

ROBERT GILES.

Delegates from the State of Vermont visited Western Canada with the view of reporting upon the country for their friends in the Eastern States.

The following are extracts from the several reports:—

"We inspected the Carrot River and Stony Creek districts and we honestly believe that we are not exaggerating when we say that this is one of the finest if not the finest country on the continent of America, as all the requisites for successful farming are found here in great abundance, and of a very fine class; the water is first-class and there is just enough timber for building purposes and fuel, without it being in the way of farming operations."—A. H. Price, North Fryeburg, Maine; F. A. Russell, Andover, Maine.

"I will only say that I saw the best wheat, oats, barley potatoes, cattle, and land that I have ever seen. I think it is the place for a poor man."—S. G. Pollard, Essex, Vt.

"The best wheat, oats, potatoes, barley I have seen at Prince Albert and Stony Creek."—Ezra Rinney, Jericho, Vt.

"It is the best place for a poor man to make a home for his children."—W. A. Pollard, Westford, Vt.

"I can most heartily recommend it to any one who wants a cheap home with a good living and money laid up for the future."—Arthur Ellis.

"The soil is wonderfully rich, producing a variety of luxuriant grasses that make the finest hay in the world. There is no place in America where a man can create a comfortable home in so short a time, and my advice to every young and middle-aged man is not to allow this land to be taken or given to railways without making a selection first, as no doubt these fine farming lands, that are given by the Canadian Government to those who wish to become settlers will be very soon taken and made 'homes plenty.'"
—A. F. Goff, Richford, Vt.

"I consider the country well adapted for mixed farming, and the pioneers have little to contend with in making a home for themselves and families compared to what the old pioneers of the New England States had."
—E. J. Wilder, Sheldon, Vt.

"I should say that the country would make a fine home for a young or middle-aged man. The lands are so very low in price or free to homestead that those who go there with the intention of getting a home in earnest must succeed."
—M. W. Rounds, Enosburgh Falls, Vt.

TESTIMONY FROM NORTHERN ALBERTA.

St. Albert, November 10, 1896.

I have lived in Northern Alberta since 1887, and during that time have never had a total failure of crops. At a low estimate, I am \$20,000 better off financially than when I started. Money can be made farming here by hard work, judgment and economy. We have a good, healthy climate. It is not necessary to house cattle at all; they do well in open sheds. This is a first-class dairying section. Vegetables grow well, and there is a large variety of wild fruits.

WILLIAM CUST.

Lacombe, November 13th, 1896.

I have great pleasure in telling you what I think of this part of the North-west (Northern Alberta). It will be the outcome of four years' residence. I must preface my remarks by saying that I have old country agricultural experience extending over thirty years, obtained in eight different counties. I am well pleased with the country and can recommend it with all sincerity to the farmer, be he small or large, who means work. The climate (am just returned from a three months trip to England) I prefer to that of the old country.

GRIFFIN FLETCHER, J.P.

Morningside, Alta., Nov. 9th, 1896.

Having been asked to give the public my opinion about this country of Alberta, I give it with the greatest of pleasure, as I have travelled a good deal. I came from Manitoba about one and a half years ago, having lived down there for a number of years. I have taken up a homestead ten miles from Lacombe. I have a good garden in this year and believe that roots of all kinds will do very well here. Having travelled quite a little from Edmonton to Calgary, am pretty well acquainted with the country, and I think that any one coming here with a little means can make a good home, fully better than any place I know of at present, as timber for building can be had pretty handy; also lots of hay, and good water. I believe there is a great prospect ahead for this country, especially in stock raising.

J. BLACKSTOCK.

Beaumont P.O., Alta., Dec. 1, 1896.

I removed to Alberta from the County of Kent, Ontario, about eighteen months ago, this being my second harvest. I have 3,000 bushels of grain, 500 of which is wheat, grown on twelve acres of land. My oats will go 80 bushels per acre. We have black clay loam; also lots of good timber and water. Potatoes go about 300 bushels per acre.

EDWARD TOWNSEND.

Wetaskiwin, October, 1896.

I left Mancelona, Michigan, April 10th, 1894, arrived in Wetaskiwin April 18th, had a good look at the country until August, then located within five miles from Wetaskiwin. I like the country well. Of course I came here without anything; now I have a comfortable home and plenty to eat, which I would not have had if I had stayed in Michigan. If any one wants a free home for ten dollars and would like to raise cattle and horses, I know of no better country. Horses need no care summer or winter; abundance of hay for the cutting.

LEVI BRADSHAW.

It would be impossible in the space at command to print a tithe of the letters received from settlers in the several districts referred to in this pamphlet, but a small book entitled "A Few Facts" containing answers to a series of direct questions put to settlers in western Canada can be obtained from the office of the High Commissioner for Canada, 17 Victoria Street S.W., London, England.

THE FIRST QUESTIONS ASKED

Q. Where shall I arrive in Canada ?

A. At Quebec between 1st May and 12th November, or at Halifax between 12th November and 1st May, or thereabouts.

Q. How shall I know what to do, or where to go when I leave the steamer ?

A. You will be met by a Government official who will give you every information you desire and will advise you, if you wish to be advised. You will be taken direct to the Government Immigration Hall, where you can remain without charge until the time for your train to start. There you can buy your ticket (if you have not already done so) for any part of Canada, can change your English money into Canadian money, and can purchase any provisions you may require for your journey, at the most reasonable prices. If you are a single man you will probably prefer to buy your meals at the stations on the road as you go along, at a cost of from 10 cents (5d.) to a shilling per meal.

Q. And if I arrive in winter ?

A. You will find the same kind of accommodation and the same officials at Halifax.

Q. How do I go on to Winnipeg in Manitoba, or to the North-west Territories or British Columbia ?

A. By train in colonist sleeping cars. These are built on the principle of a regular sleeping car, the seats of which are converted into beds at night, and there is a cooking stove at one end of the car. On the way you can buy bread, milk, and small articles at many of the stations along the road throughout the whole distance, but before starting you can obtain all detailed information as to what you can do, and what you had better do and better not do, from the Government Agents at the Immigration Hall.

Q. And when I arrive in Winnipeg, what then ?

A. Assuming that you have made no definite plan for yourself, you will find a Government Immigration Hall at the station, where you can remain a week if you choose. If you have a wife and family with you, then your best plan will be to leave them there and go out and select the land you intend to take up. Registers of unoccupied Government land are kept at the Hall, and registers, maps, &c., of railway lands for sale can be seen in the office at the station. And you can go on to Brandon, in the western part of Manitoba, or Lake Dauphin, in the northern part, and there find a Government Agent and accommodation as at Winnipeg.

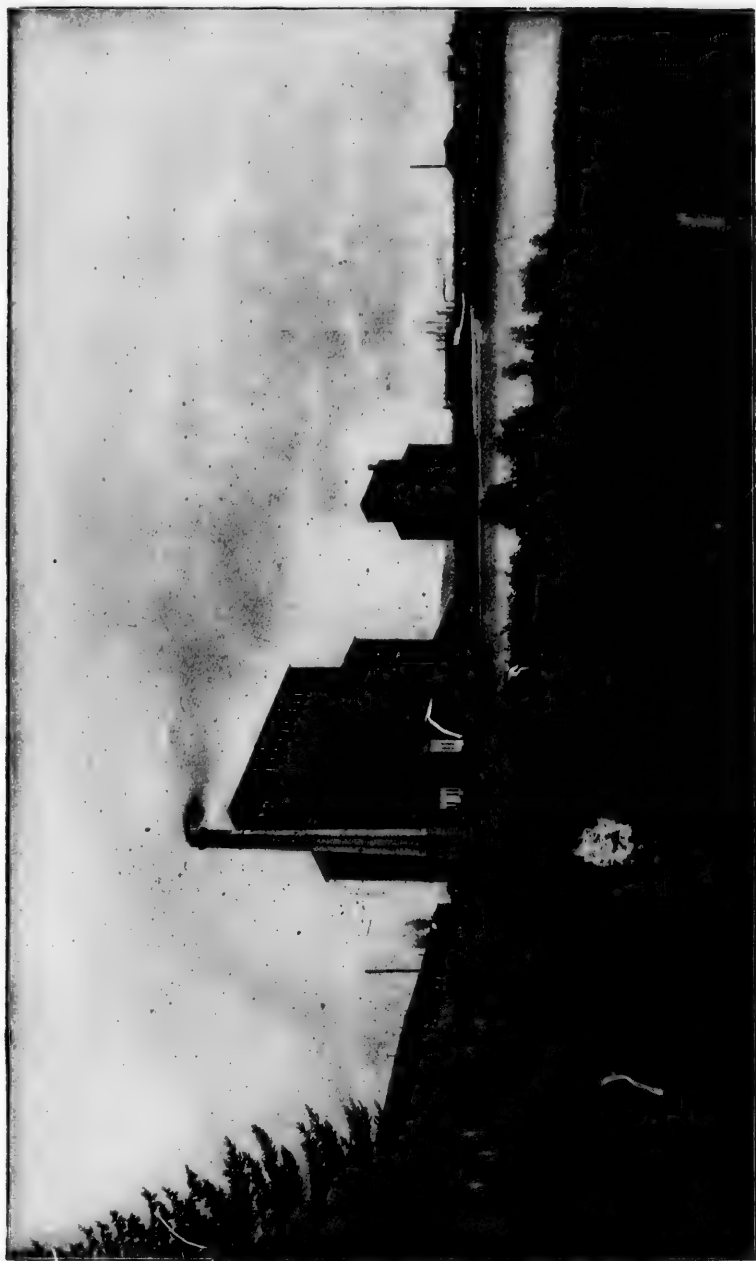
Q. If I want to go on beyond Manitoba, into one of the North-west Territories, do I get any help there ?

A. Yes. At Calgary, in Southern Alberta ; at Edmonton, in Northern Alberta ; and at Prince Albert, in Saskatchewan, there are similar Government institutions. At all these places there are lists of lands available for settlement, and registers for those wanting to hire men for their farms and for those who want to find work on farms.

Q. If I find land I like elsewhere than at one of these places, have I got to go back there to register it ?

A. No. There are land registration offices at Winnipeg, Brandon, Minnedosa, Lake Dauphin, in Manitoba ; at Alameda, Regina, Yorkton, Prince Albert, Battleford, Edmonton, Calgary and Lethbridge, in the North-west Territories ; and at Kamloops and New Westminster, in British Columbia, besides in that province wherever the Provincial Government have their offices. At all these places there are shops where anything an intending settler requires can be purchased.

CAUTION.—A newly-arrived person should remember that while the Government makes every effort to further him on his way in safety, it cannot protect him against the consequences of foolish conduct on his own part. If he prefers taking the advice of strangers to that of officials whose only desire is to help him, he will have no one to blame but himself if he finds he has made a mistake. If he has money dealings of any kind with chance acquaintances, he may or he may not have to pay for his experience, and at certain times he will find himself approached by apparently disinterested people who will advise him not to settle in Canada, but to go to the States. These men are American agents who are paid by one organization or another to catch unwary immigrants. They should be told politely but firmly that their advice and information is not required.

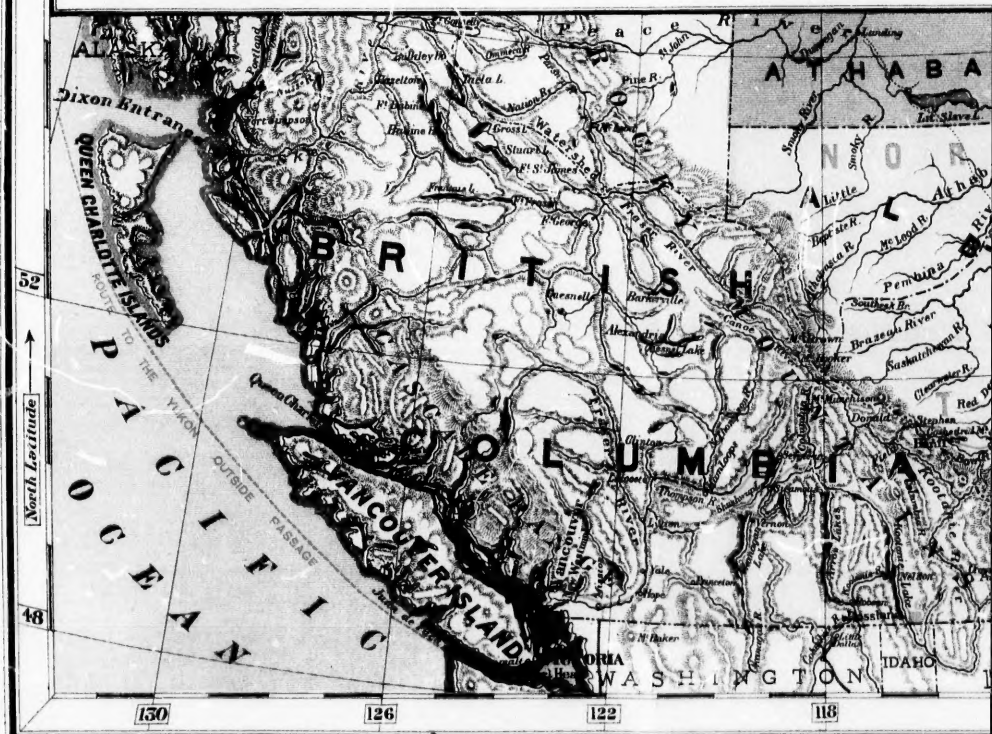


Grain Elevators at Fort William, Lake Superior.



THE PINK TINT INDICATES BRITISH TERRITORY

CHART SHEWING CANADA IN

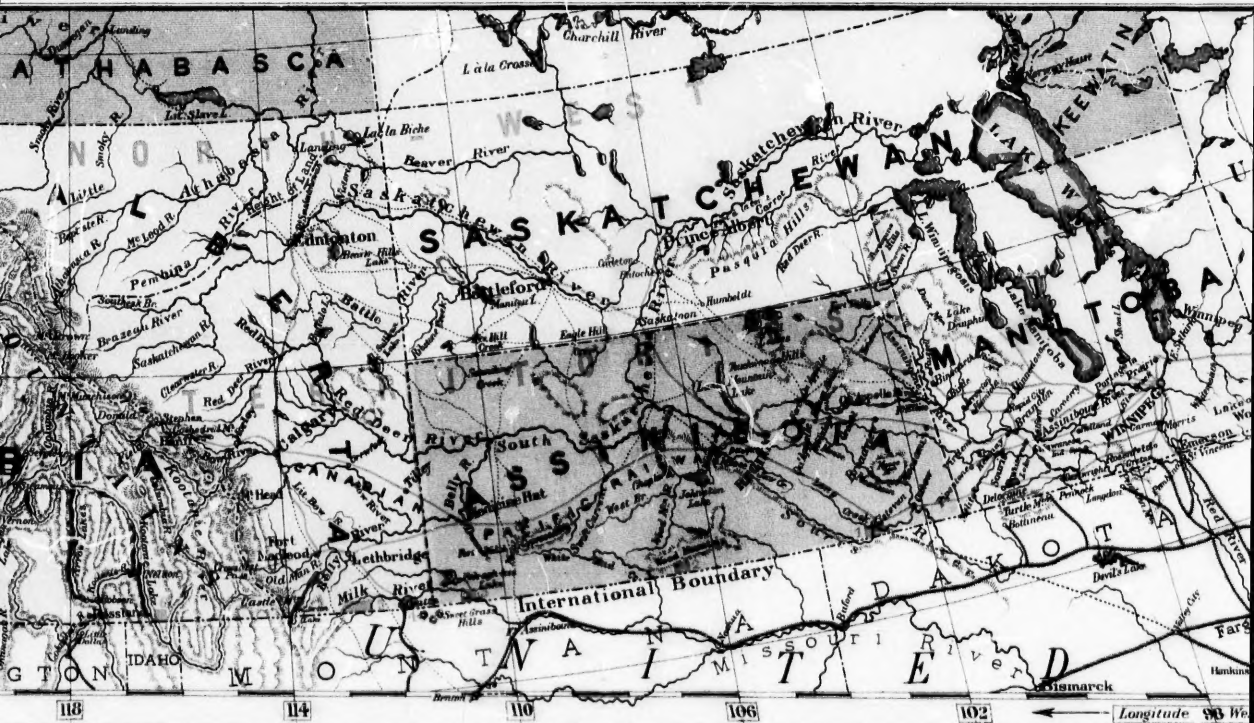


QUARANTINE STATIONS
 IMMIGRANT QUARANTINE STATIONS are established at Halifax, N.S.; St. John's, Nfld.; Grosse Ile (near Quebec); and Alberni Head (near Victoria), B.C.
 CATTLE QUARANTINE STATIONS are at Halifax, St. John's, Charlottetown, Lewis, and Miramichi, and the locations marked 1, 2, 3, 4, 5 and 6 (in red) on the interior.

CANADA

ATES BRITISH TERRITORY.

SHOWING CANADA IN GEOGRAPHICAL RELATION WITH EUROPE AND THE UNITED STATES.



ANTINE STATIONS

Established as Halifax, N.S.; St. John, N.B.; Charlottetown, P.E.I.;
 (near Victoria), B.C.;
 (near St. John, Charlottetown, Lewis, Quebec; Point Edward (Barnes);
 3, 4, 5 and 6 (in red) on the International Boundary; (anti parallel).

RAILWAYS
 CANADIAN RAILWAYS IN OPERATION ARE SHOWN
 DOTTED RAILWAYS ARE SHOWN
 RAILWAY CONNECTIONS IN UNITED STATES

ADA.



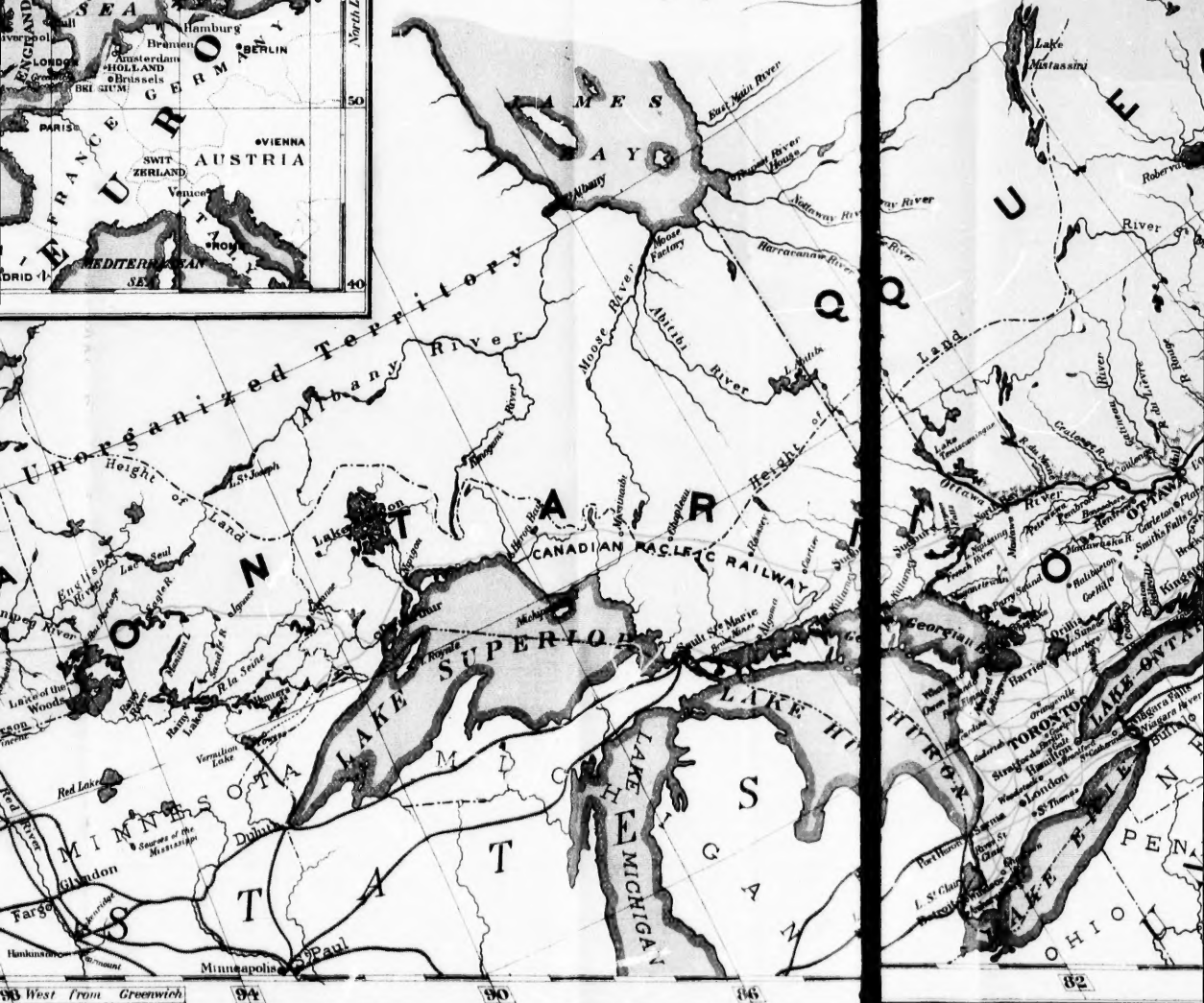
OUTLINE MAP OF PART OF CANADA

SCALE OF STATUTE MILES

DEPARTMENT OF THE INTERIOR
OTTAWA.

April, 1897.

J. Johnston
GEOGRAPHIC ENGINEER.



RE SHOWN IN FULL RED LINES.
E SHOWN IN DOTTED RED LINES.
ATES IN BLACK LINES

